THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.

H. M.'s Legation, Shanghai, 22nd June, 1860.

E. ST. JOHN NEALE,
Secretary of Legation.

VOL. XV., N°. 752. SHANGHAI, SATURDAY, DECEMBER 24, 1864. PRICE, TAELS 15 ₱ ANNUM.

INTIMATIONS.

CONSULATE GENERAL OF THE UNITED STATES.

Shanghai, July 9th, 1864.

To D. LEROY, *Absconding Debtor.*

WHEREAS, A. E. ROSENTHAL, Esq., member of the firm of Messrs. BLUM, BROTHERS & Co, of Shanghai, personally appeared before me, GEO. F. SEWARD, *United States Consul General*, and made Oath that the firm now or lately doing business in Shanghai, under the name of DUNN & Co., whereof you are a member, is indebted to said firm of BLUM, BROTHERS & Co. in the sum of dollars 2638.50.

Therefore you are hereby notified, that your property in the hands of Messrs. ANGEL & Co. of Shanghai, is attached for the payment of said debt, with interest and costs, and that unless you appear before me within six months from this date, to answer in a suit commenced against said firm of DUNN & Co. by Messrs. BLUM, BROTHERS & Co. to recover said sum, Judgment will be given against you, for said sum, interest and costs.

GEO. F. SEWARD,
U. S. Consul General, Actg. Judicially.

30jy-65 483

THE SHANGHAI GAS COMPANY.

CAPITAL, STG: TLS 150,000.
IN 1500 SHARES OF STG. TLS. 100, EACH.

NOTICE is hereby given that the few remaining un-allotted Shares can still be obtained on application to the undersigned.

By order of the Directors,
COWIE & Co.,
Secretaries, S.G.C.

tf 497 Shanghai, 1st Sept., 1864.

NOTICES OF FIRMS.

NOTICE.

THE interest and responsibility of Mr. WILLIAM THORBURN in our firm ceased on 30th June last

JARVIE, THORBURN & Co.
31de 546 Shanghai, 16th Dec., 1864.

NOTICE.

MR. WINKEL SMITH has this day been authorized to sign our firm by procuration.

WM. PUSTAU & Co.
7ja 543 Shanghai, December 1st, 1864

NOTICE.

MR. E. SCHÜTZE ceases from this day to sign our firm.

DRUCKER & Co.
31de 544 Shanghai, Dec. 1st, 1864.

NOTICE.—The Undersigned begs to announce that he has established himself at this port as *Tea Taster and Inspector*, and all orders confided to his care will receive his best attention.

J. OSBORNE.
tf 516 Shanghai, Sept. 8th, 1864.

NOTICE.

WE have this day established ourselves at this place, as *Public Silk Inspectors and General Commission Merchants*, under the style and firm of MAERTENS, LATHAM & Co.

AUG. H. MAERTENS.
THOS. STANLEY LATHAM.
8jy-65 470 Shanghai, 1st July, 1864.

NOTICE.

THE Undersigned has this day established himself as a *General Broker, Auctioneer and Commission Merchant* at this port.

JOHN THORNE,
公和 *Kung-ho,*
tf 435 Shanghai, 12th March, 1864.

NOTICE.

THE Undersigned (in the absence of Mr. ALBERT ROBINSON, M. Inst., C. E.) having been appointed Agents for Messrs. RANDOLPH, ELDER & Co., Engineers and Shipbuilders, Glasgow, are prepared to give full particulars concerning the cost of Steamers, Steam Dredging Vessels, Screw Pile Wharves, &c., and to contract for same at home prices.

Plans, models, and specifications of the above can be seen on application.

GLOVER & Co.
tf 434 Shanghai, 18th May, 1864.

NOTICE.

THE Undersigned have this day established a Branch of their busines, as *Merchants and Commission Agents* at this port, under the management of Mr. J. HAUSS.

Office, Nanking Road, opposite the godowns of Messrs. AUG. HEARD & Co.

BAILMANN & Co.,
of Amsterdam.
tf 533 Shanghai, 1st Nov., 1864.

NOTICE.—Mr. H. A. KNOOP is from this day authorised to sign our Firm by procuration.

KNOOP & Co.
8oc-65 517 Shanghai, Oct. 8th, 1864.

NOTICES OF FIRMS.

NOTICE.—The interest of Mr. JAMES JOSEPH MACKENZIE and of the late Mr. HENRY HUBBARD in our Firm, ceased on the 30th June last.

DENT & Co.
6fe 531 Shanghai, 1st Nov., 1864.

NOTICE.

I HAVE this day admitted Mr. R. H. BALDWIN as Partner in my business, which will in future be carried on under the style of J. H. WIGNALL & Co.

J. H. WIGNALL & Co.
tf 418 Shanghai, 16th April, 1864.

NOTICE.

ON the first of May 1864, Mr. JOHN BROADHURST TOOTAL was admitted a partner in the business of the undersigned in China.

NICHOL LATIMER & Co., Shanghai.
LATIMER LITTLE & Co., Kiukiang.
tf 467 Shanghai, 6th June, 1864.

NOTICE.

I have *This-day* established myself at this Port as Merchant and General Commission Agent, under the firm of PICKENPACK & Co.

V. PICKENPACK.
18fe 540 Ningpo, 17th Nov., 1864.

NOTICE.

I have this day admitted MR. J. W. WOOD a Partner in my Business, which will in future be carried on under the Style and Firm of CERRUTI, WOOD & Co.

G. E. CERRUTI.
tf 362 Ningpo, 10th February, 1864.

NOTICE.—Mr. JOHN MORRIS has this day been admitted as partner in our firm.

ACKSON & Co.
tf 332 Ningpo, 1st Nov., 1864.

NOTICE.

THE Undersigned begs to notify that he has commenced business as *Public Tea Inspector and General Commission Agent.*

W. B. KINNEAR.
tf 452 Foochow, 10th June, 1864.

NOTICE.

I have established myself at this port as *Public Tea Inspector & Commission Agent.*

E. HENRY HOW.
tf 412 Foochow, April 1st, 1864.

NOTICE.

I have this day established myself at this Port as *Merchant & General Commission Agent*, under the firm of LINCKER & Co.

A. G. LINCKER.
21ja-65 474 Swatow, 1st July, 1864.

NOTICE.

THE Undersigned have this day established a Branch of their business, as *Merchants and Commission Agents*, at this Port under the management of Mr. WILLIAM ADAMSON.

THE BORNEO COMPANY "LIMITED."
tf 218 Hongkong, 1st August, 1863.

NOTICE.

THE partnership hitherto carried on by the Under signed EDWARD TOWNEND and by RICHARD BELL DAVIES at Hankow, as *Commission Agents*, under the style of DAVIES TOWNEND & Co., has been dissolved by consent

EDWARD TOWNEND.
4fe-65 530 Hankow, Sept. 1st, 1864.

NOTICE.

WE have this day established a branch of our firm at Kiukiang under the management of Mr. W. F. B. SAMS who is authorised to sign our firm

INNES & Co.
tf 457 Hankow, 1st July, 1864.

NOTICE.

WE have established a branch of our Firm at Chefoo, and Mr. J. D. THORBURN will sign our Firm per procuration at that place.

MEADOWS & Co.
tf 297 Tientsin, 2nd November, 1863.

NOTICE.

I HAVE established myself at this Port as *Merchant and General Commission Agent* under the style of DETMERING & Co.

W. DETMERING.
tf 260 Chefoo, September 1863.

NOTICE.—The Business hitherto carried on in Yokahama, Japan, by Mr. JAMES S. DOWNIE, will in future be conducted under the name of FLETCHER & Co.

Mr. JAMES S. DOWNIE is authorised to sign our Firm per procuration.

FLETCHER & Co.
22ap 525 China, 15th October, 1864.

NOTICE.—We have this day established ourselves at this place as *Merchants and Commission Agents* under the style and firm of DIECKMANN, BROTHERS & Co.

H. WILH. DIECKMANN JR.
RICHD. DIECKMANN.

Nekolajeffsk on Amur, July 1st, 1864.
24mn 511

NOTICES OF FIRMS.

NOTICE.

THE Undersigned has established himself at this Port as *Merchant, Commission Agent, Ship Broker, &c.*

ALEX. P. PORTER,
Late Agent for Messrs. Dent & Co.
4my-65 534 Hakodadi, 1st Nov., 1864.

NOTICE.

MR. MARON is from this day authorized to sign our Firm *per procuration* in China and Japan.

FAJARD SCHAUWECKER & Co.
tf 438 July 9th, 1864

JOHN POOK,
Commission Agent
4, LIME STREET SQUARE,
LONDON.
tf *E. C.*

INSURANCES.

CITY OF GLASGOW.

Life Assurance Company.

ESTABLISHED IN 1838.

Subscribers Capital £600,000

Accumulated Funds at 20th January, 1864,
(£460,000.)

Annual Revenue at that date £103,000.

THE Undersigned having been appointed Agents for the above Company in Japan and China, are prepared to accept risks, on terms, particulars of which can be obtained on application to

JARVIE THORBURN & Co.
5no-65 520 Shanghai, 1st Nov., 1864.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to GRANT POLICIES against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.
tf Shanghai, 9th April, 1862.

NORTH CHINA INSURANCE COMPANY.

NOTICE is hereby given that Mr. JOHN STEWART MACKINTOSH has been appointed Secretary to the Company, and is authorized to sign policies and to transact the general business of the Company.

Mr. WM. LEMANN will cease from this date to act as Secretary.

It is particularly requested that all communications be addressed to the Company's Office next to the Commercial Bank, with the Chinese Stamp "Pau-ka" and not to Messrs. GILMAN & Co.'s "Taiping." Firms or persons not having the "Pau-ka" Stamp will be supply on application to the Secretary.

By Order of the Directors,
W. LEMANN,
Secretary pro tem.
tf 422 Shanghai, 25th April, 1864.

NORTH-CHINA INSURANCE COMPANY.

THE undersigned, as Agents for the above Company, accept Risks on produce shipped from this Port to Shanghai, Amoy, Foochow, Swatow and Hongkong.

MAITLAND, BUSH & Co.
Hong name—Wha-kee.
tf 370 Newchwang, January 1864.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above named Company are prepared to issue Policies of Insurance against Marine Risks to the Extent of Forty Five Thousand Mexican Dollars (Mex. $45,000.) payable in either London or Amsterdam or any of the principal ports in India and China.

HAGEMEYER & Co.
25jy-65 185 Hankow, 9th July, 1863.

LIVERPOOL & LONDON & GLOBE FIRE INSURANCE COMPANY.

THE Undersigned are authorized to grant Policies against Fire on Buildings or their Contents to the extent of £20,000 at this Port, Hankow, Kiukiang and Tientsin, also on approved Chinese Buildings to the extent of £5,000.

DOW & Co.
31de 325 Shanghai, 5th Oct., 1864.

BOMBAY ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks on the usual terms and conditions.

DAVID SASSOON SONS & Co.
tf 170 Shanghai, 29th June, 1863.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks at the Current Rates of Premium.

DOW & Co.
31de 324 Shanghai, 1st January, 1864.

INSURANCES.

ALLIANCE FIRE ASSURANCE COMPANY.

Capital £5,000,000 Sterling.

President:
Sir MOSES MONTEFIORE, Bart., F.R.S.
Board of Direction:
JAMES ALEXANDER, Esq., (Alexander, Fletcher & Co.)
C. J. BARNETT, Esp., (Barnett, Hoare, Barnett & Co.)
G. H. BARNETT, Esq., Glympton Park, Woodstock.
BENJAMIN COHEN, Esq., New Court.
JAMES FLETCHER, Esq., (Alexander, Fletcher & Co.)
WILLIAM GLADSTONE, Esq., (Thomson, Bonar & Co.)
G. J. GOSCHEN, Esq., M.P., for the City of London, (Fruhling & Goschen.)
SAMUEL GURNEY, Esq., M.P. for Penryn and Falmouth.
JAMES HELME, Esq., Director of the Provincial Bank of Ireland.
SAMPSON LUCAS, Esq., (Lucas, Micholls & Co.)
ELLIOT MACNAGHTEN, Esq., Director of the Provincial Bank of Ireland.
THOMAS MASTERMAN, Esq., Collingwood House, Brighton.
J. M. MONTEFIORE, Esq., Director of the Provincial Bank of Ireland.
Sir ANTHONY DE ROTHSCHILD, M.P., for the City of London.
THOMAS C. SMITH, Esq., 23, Oxford Square, Hyde Park.

ASSURANCES on buildings and contents, accepted at lowest current rates. Losses promptly and liberally settled.

JARDINE, MATHESON & Co.,
Agents in China.
tf 437 Shanghai, 20th May, 1864.

GUARDIAN
FIRE & LIFE ASSURANCE COMPANY
11, LOMBARD ST. LONDON.
Established 1821.

CAPITAL TWO MILLIONS STERLING.

Directors.
Sir Minto Farquhar, Bart., M.P., *Chairman.*
Charles Wm. Curtis, Esq., *Depy. Chairman.*
Henry Hulsey Berens, Esq.
Henry Bonham Carter, Esq.
Charles F. Devas, Esq.
Francis Hart Dyke, Esq.
Sir Walter R. Farquhar, Bart.
James Goodson, Esq.
Thomas Hankey, Esq., M.P.
John G. Hubbard, Esq., M.P.
F. H. Janson, Esq.
G. J. Shaw Lefevre, Esq , M.P.
John Martin, Esq.
Rowland Mitchell, Esq.
James Morris, Esq.
Henry Norman, Esq.
Henry R. Reynolds, Esq.
Abraham John Robarts,
William Steven, Esq.
Henry Vigne, Esq.
SECRETARY.
Thomas Tallemach, Esq.
ACTUARY.
Samuel Brown, Esq.
Superintendent of Fire Department.
Isaac Delvalle, Esq.

The undersigned have been appointed Agents to the above named Company in China and are prepared to grant Policies here or at any of the Treaty Ports against Fire on the usual terms.

ALFRED WILKINSON & Co.
25ju-65 455 Shanghai, 25th June, 1864.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one Building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED 1824.

CAPITAL—ONE MILLION STERLING.

Board of Directors in Manchester.
EDMUND BUCKLEY, Esq., Chairman.
DAVID HARRISON, Esq., Deputy-Conirman.

John Barratt, Esq. — John Hough, Esq.
Edmund Buckley, Jun., Esq. — Bernhard Lloberi, Esq.
John Chapman, Esq., M.P. — Alfred Milne, Esq.
T. Barlow Foster, Esq. — Joseph Peel, Esq.
Geo. Withington, Esq.

Board of Directors in London.
Thomas G. Finnie, Esq., Alderman, Chairman.
John Cunliffe Pickersgill, Esq., Deputy-Chairman.
Henry C. Chilton, Esq., | Patrick D. Hadow, Esq.
William Hailstone, Esq.

THE undersigned having been appointed Agents for this Company, are prepared to grant Policies against Fire, on buildings or their contents, in Shanghai and Hankow.

HOLLIDAY WISE & Co.
tf 514 Shanghai, 26th Sept., 1864.

THE NORTHERN ASSURANCE COMPANY.

CAPITAL £1,250,760 STG.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against Fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.
tf Shanghai, 3rd February, 1862.

INSURANCES.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING, INCOME—THREE HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:
JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*
RALPH BROCKLEBANK, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in drafts at 30 days sight (favor of PERCY M. DOVE, Esq.)

BOWER, HANBURY & Co.,
Agents for Shanghai.
tf 295 Shanghai, 21st Nov., 1863.

SUN FIRE OFFICE.

LONDON.
Established in 1710.

Managers:
WILLIAM HAMILTON, Esq.,
Chairman & Treasurer.
CHARLES B. FORD, Esq.,
Deputy Chairman.

The Right Hon. W. M. BERESFORD, M.P.
The Hon. P. PLEYDELL BOUVERIE.
HARRY CHESTER, Esq.
SAMUEL PEPYS COCKERELL, Esq.
RAIKES CURRIE, Esq., M.P.
JOHN DRUMMOND, Esq.
RUSSELL ELICE, Esq.
WILLIAM FRANKS, Esq.
Capt. H. G. HAMILTON, R.N.
JOSEPH HOARE, Esq.
FELIX LADBROKE, Esq.
H. F. SHAW LEFEVRE, Esq.
HENRY LITTLEDALE, Esq.
GEORGE WRAKE NORMAN, Esq.
BRICE PEARSE, Esq.
CHARLES RICHARD POLS, Esq.
LAMBERT POLS, Esq.
CHARLES RANKEN, Esq.
HENRY RICE, Esq., M.P.
JOHN SHEPHERD, Esq.
HENRY STUART, Esq., M.P.
C. GEORGE THORNTON, Esq.

THE MANAGERS of the SUN FIRE OFFICE LONDON, beg leave to inform the British and Foreign Residents at Shanghai that they have constituted and appointed the undersigned as their Attorneys, to issue POLICIES OF INSURANCE against FIRE on BUILDINGS, GOODS, MERCHANDIZE, and other property, at those places.

Full particulars of RATES, &c., may be obtained on application to.

LINDSAY & Co.
tf 108 Shanghai, January 1st, 1863.

COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Marine risks on the usual terms.

Policies payable in the principal ports of India and China.

BOURJAU, HUBENER & Co.
tf 123 Shanghai 14th May, 1863.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000

In 400 Shares, of Taels 5,000 each.
Paid up Capital Taels 200,000.

DIRECTORS.
F. B. JOHNSON, Esq., (Messrs. Johnson & Co.) *Chairman.*
H. H. WIGGINS, Esq., *Manager Commercial Bank of India.*
F. HENDERSON, Esq., (Messrs. Jarvie, Thorburn & Co.)
F. PORTER, Esq., (Messrs. Gibb Livingston & Co.)
J. THORNE, Esq. (Messrs. Thorne Bros. & Co.)
GEORGE TYSON, Esq., (Messrs. Russell & Co.)

AGENCIES are established at the several Ports in China and Japan.

L. JOSEPHS,—*Secretary*
tf 320 Shanghai, 22nd Aug., 1864.

YANGTZSE INSURANCE ASSOCIATION.

THE Undersigned, having been chosen Secretaries and Agents of this Association are prepared to issue Policies upon Marine Risks at current rates of premium.

Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Fuchau and Shanghai.

In addition to the usual brokerage, this Association returns to the assured of each year, at the close of each current year, fifteen per cent of the profits of the Company for that year, divided *pro rata* to the amount of premiums paid by each Policies holder.

The following appointments of Agents for the Association have been made in the Northern Ports of China and in Japan.

S. W. POMEROY, Jr. Esq., *at Tientsin.*
Messrs. KNIGHT & Co., „ *Newchwang.*
„ MEADOWS & Co., „ *Chefoo.*
„ WALSH & Co., „ *Nagasaki.*
„ WALSH, HALL & Co., „ *Kanagawa.*

RUSSELL & Co.,
Secretaries.
tf Shanghai, 1st November, 1862.

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NEW ADVERTISEMENTS.

CIRCULAR.

THE P. & O. S. N. Co.'s Steam-ship *NEPAUL*, Captain WILKINSON, will be dispatched from Shanghai, on Monday, the 26th instant, at daylight, or such time of the night of the 25th or morning of the 26th as the state of the tides may require, with Her Majesty's Mails for conveyance to Europe via Hongkong.

Cargo will be received on board up to 5 P.M. of Friday, the 23rd instant, and Parcels at this Office until Noon of the same day.

Correct forms of Bills of Lading can be had on application to this Office.

N.B.—Shippers of Cargo on the Company's Black Bills of Lading are particularly requested to note the terms and conditions of these Bills of Lading with reference to transhipment and forwarding of Cargo, with a view to the adequateness of their Insurance Policies in respect of the same.

E. WARDEN,
Agent.

P. & O. S. N. Co.'s Office,
Shanghai, Dec. 19th, 1864.

HYDROGRAPHICAL NOTICE.
(No. 16.)

ON and after the 5th day of December, 1864, a fixed White Light, placed at an elevation of seventy feet above the mean level of the sea, will be exhibited from the King-Toan Beacon on the South Bank of the Yang-tze-kiang. It should be visible in clear weather at a distance of 5 or 6 miles.

The same building will display a Red Light at an elevation of 30 feet above the mean level of the sea. This light is intended to keep vessels clear of the dangerous spit that has formed off the Beacon and it will not be visible from a ship's deck 15 feet above the sea until she is in 18 feet (low water spring tides).

The Beacon is painted red and white chequered, and is surmounted by a bright brass ball.

J. M. HOCKLY,
Harbour Master.

Harbour Master's Office,
649 Shanghai, 3rd Dec., 1864.

TUPPER & Co.'s
GALVANIZED CORRUGATED IRON
AND PATENT TILES,
FOR
ROOFS, SHEDS, CHURCHES, OUT-BUILDINGS, &c.

In order to protect the Public all Tupper & Co.'s Manufactures are marked,—

"TUPPER & COMPY., Manufacturers,
"61a, *Moorgate Street, London*;
"WORKS LIMEHOUSE AND BIRMINGHAM."

With either of their brands, Best Best TC with Crown over; Best Cross Daggers; or G in Circle.

For Prices, Drawings, and general information, apply through any respectable Londonhouse, or to the Manufacturers direct.

61a, *MOORGATE STREET, LONDON.*

*** Catalogues forwarded on application.

CAUTION.

Inferior qualities are being sold as Tupper & Co.'s make.

o-s-f 2 de 550 December 24th, 1864.

BEKANNTMACHUNG.

ES wird hiermit zur öffentlichen Kenntniss gebracht, dass die fernere Leitung der Geschäfte des Königlich Preussischen General Consulats für China am heutigen Tage von dem Königlichen Legations Secretair von RADOWITZ dem Königlichen Consul Assessor TETTENBORN übergeben worden ist. Die Kanzlei des General Consulats befindet sich bis auf weiteres im Astor House.

Königlich Preussisches General Consulat für China,
TETTENBORN.

Shanghai, den 16ten December, 1864.

NOTIFICATION.

IT is hereby notified for general information, that the management of the affairs of His Prussian Majesty's Consulate General for China has been handed over to-day by His Majesty's Secretary of Legation von RADOWITZ to Assessor TETTENBORN, who will remain in charge of it until further orders.

The offices of H.P.M.'s Consulate General will be for the present at the Astor House.

His Prussian Majesty's Consulate General for China.
TETTENBORN.

316 de 548 Shanghai, Dec. 16th, 1864.

TRINITY CHURCH.—The annual Collection, in behalf of THE POOR CLERGY RELIEF SOCIETY, will be made after morning Service on Christmas Day.

o-65k— Shanghai, 24th Dec., 1864.

Miscellaneous Intelligence.

NOTICE.—TRINITY CHURCH.—DIVINE SERVICE is celebrated every Sunday at 11 A.M. and 3 P.M. Special Service for Garrison at 9 A.M. Holy Communion is administered on the first Sunday of every month.

Persons not holding Pews are at liberty to occupy any seats they may find vacant when the reading of "The Psalms" is finished.

NOTICE.—DIVINE SERVICE is held at the Union Chapel (Shantung Road) every Sunday Morning at 11 o'clock, and in the Evening at 6 o'clock, also on Thursday Evening at 6 o'clock.

NOTICE.—DIVINE SERVICE is held every Sunday Morning at 11.30 o'clock, and Evening at 7.30 o'clock, in the American Episcopal Chapel, Hongkew.

LATEST DATES.

Foochow	Nov. 2	Hankow	Dec. 17
Ningpo	Dec. 14	Nagasaki	Dec. 9
Tientsin	Dec. 2	Kanagawa	Dec. 18

Latest dates in England, from China,—
Hongkong...Augt. 12 | Received via Marseilles
Shanghai..... „ 5 | Sept. 27.

OPIUM QUOTATIONS.

For the week ending December 23rd, 1864.

Malwa		Patna	
New Tls.	*Old. Tls.*	*New Tls.*	*Old. Tls.*
December			
17.—460 a 465	460 a 465	365.....	355.....
19.—455.....	455	345.....	345.....
20.—450 a 455	450 a 455	345 a 350	345 a 350
21.—450.....	450	348.....	348.....
22.—450 a 452	450 a 452	340 a 342	340 a 342
23.—450 a 452	450 a 452	340 a 342	340 a 342

LATEST SHIPPING INTELLIGENCE.

ARRIVED.—Dec. 23, *Poyang*, (Am. str) Blanchard, from Hankow; *Corea*, (Br. str.) Christensen, from Yokohama; *Express*, (Br. str.) Castilla, from Hankow; *Kiangse*, (Am. str) Simmons, from Ningpo; *Wm. Mellwish*, (Br sh.) Duff, from New Castle N.S.W.

DEPARTED.—Dec. 23, *Tsu-sin*, (Br. str.) Bond, from Ningpo; *Locket*, (Br. str) Topham, for Hongkong; *Baltimore*, (Prus. bq) Meyer, for Hongkong; *Kiangse*, (Am. str.) Simmons, for Ningpo; *Lizzie Allen*, (Br. bq) Dana, for Fuchau; *L'Anversois*, (Br. bq) Sanbulick, for Swatow.

MARRIED.

On the 26th November 1864, at H.M.'s Legation Chapel Peking, by the Rev. T. McClatchie, Acting Chaplain, THOMAS ALEXANDER AINSLIE, M.D.,* M.R.C.S. Edin. to HELEN ELIZABETH, Eldest Daugther of the late JOHN WILSON, Esq., Bagrien, Berwick on Tweed.

PASSENGERS.

ARRIVED.—Per P. & O. Str. *Nepaul*, from Hongkong, Captain Wilkinson, Backhaller, Messrs. Jamieson, Gulliar, Col. Kirkham, G. Caine and Peacock. Per M. I. Steamer *Labourdonnais*, from Hongkong, Monsieur Brenier de Montmorrant, (Consul General de France) Madame Brenier de Montmo-ran, children and servants, Mr. and Mrs. Wangeld, Mrs. Schaedelin and child, Miss. C. Catherine. Messrs. Vaughan, G. Kemp, Scruggs, Schofield, d' Harcourt, Couillere, Rousseau, Therie, Jordan, Schaffer, P. Charles, K. Goldenberg, Augustin Thu, de Chahannes, Riher, A. Linas, Lieut-s, Lemaire, Laurent, Chauvin, and Conrad. Per steamer *Corea*, from Yokohama, Capts. Granger, De Courcy, R.M., Lieut. Bond, R.E., Messrs. Jas. Casteker. Beyer, R. Hough, and Hy. Marks.

DEPARTED.—Per str. *Formosa*, for Yokohama, Captain Conrad, H. I. N., Lieut. Bullock, R.N., Messrs. Pescock, A. Schultz, A. McKechnie, H. Müller.

NOTIFICATION.

H. B.M. CONSULATE,
Chinkiang, Nov. 25th, 1864.

THE subjoined Regulations affecting British Shipping, Rafts, &c. in the Port of Chinkiang, have been sanctioned by Her Majesty's Chargé d'Affaires and Acting Chief Superintendent of Trade, and are now published by his order, for general information.

THOS. ADKINS,
H. B. M. Vice-Consul in Charge.

REGULATIONS *affecting British Shipping, Rafts, &c. in the Port of Chinkiang.*

1.—The term Consul in the following regulations shall be, taken to mean Consul or Vice-Consul or person duly authorized to act in either of these capacities for the time being.

2.—British vessels shall be allowed to load and discharge cargo only within the limits which may be fixed by the Consul and Chinese Authorities. Until further notice such limits are defined to be:—1st, For Junks, Lorchas, and all sailing craft not being square-rigged), the portion of the River on the Chinkiang side, between Golden Island and the Kan-la-sze (Old Consular Hill): 2nd (for square-rigged vessels and steamers), that portion of the River above described, but including also the northern Bank.

3.—No steamer trading on the river under license from the Customs authorities, need not be reported at the Consulate by the master, provided that the agent or consignee of such steamer shall, within 36 hours after her arrival (unless a Sunday or Holiday intervene), hand into the Consulate, 1st, A manifest of cargo exported or imported; 2nd, a list of all passengers (not Chinese) embarked or disembarked.

4.—Sailing vessels in tow of steamers must deposit their papers at the Consulate and obtain the Chinkiang pass in the manner provided for in the River Regulations.

5.—British registered vessels remaining in the port more than 48 hours, shall observe the following Regulations:—

(A). No one shall leave the vessel without the express permission of the Captain or Commanding Officer.

(B). The Captain of such vessel shall keep a register of all leave given, which shall be open to the inspection of the Consul when asked for.

(C). Leave can only be given to visit the Chinkaang side of the river.

(D). Outrages committed by sailors on shore will be severely punished.

(E). Absence from the vessel without leave is to be reported at once to H. M. Consul, and the Master shall take efficient measures for the recovery of the absentee.

6.—Vessel the property of a British subject but not provided with a British sailing letter or certificate of registry, shall not hoist the British ensign (or any flag so similar to the British ensign as not to be distinguishable from it) within the anchorage.

7.—All cases of death occurring on board vessels in the anchorage or in the residences of British subjects on shore, must be immediately reported at the Consulate.

8.—Stone ballast, or cinders, shall not be thrown overboard with n the anchorage.

9.—The discharge of guns or firearms from vessels within the anchorage is prohibited.

10.—No seaman or person belonging to a British ship may be discharged or left behind at this port without the express sanction of the Consul, which will be refused unless the person to be discharged or left behind shall give good and sufficient security for his maintenance and good behaviour while on shore. If any British subject left at this port by a British vessel be found requiring public relief prior to the departure of such vessel from the dominions of the Emperor of China, the vessel will be held responsible for the maintenance and removal of such British subject.

11.—A British subject can open a boarding house or tavern, or be concerned in the management thereof, only on complying with the following regulations:—

A. The person wishing to open such boarding house or tavern shall first apply to H. M. Consul for a license. He must also be prepared to give security for the quiet and orderly conduct of his house.

B. The boarding house or tavern shall not be established either on the north bank of the river or within the limits of the British concession.

C. The boarding house or tavern shall be closed from 11 P.M. to 5 A.M.

D. The keeper of the boarding house or tavern shall keep a correct register of all lodgers, on a form to be furnished by H. M. Consul.

E. The keeper of every licensed boarding house or tavern shall be held liable for the conduct of all inmates and frequenters of his house.

12.—All cases of loss of property by theft or fraud on board of ship or on shore, as well as of assault or felony requiring redress or involving the public peace, must be immediately reported at the Consulate. Any Chinese subject guilty of a misdemeanour may be detained on detection, but information must in such case be lodged at the Consulate; and in no instance shall British subjects be permitted to use violence towards Chinese offenders so detained.

13.—Rafts under the British flag coming to the port of Chinkeang, shall be reported by the foreigner in charge within 24 hours of their arrival. The following reports will be required.

A. A manifest of the raft, countersigned by the Agent or Consignee.

B. A list of persons other than Chinese employed on the Raft, signed by the Consignee.

C. A list of all passengers not Chinese brought down by the raft, signed by the Consignee.

D. The foreigner or foreigners in charge of raft, shall, during their stay in port, report themselves once every three days at H. M. Consulate. They shall also give 24 hours notice of intended departure, specifying destination and mode of conveyance.

14.—British subjects residing at Chinkeang, whose names have not been already enrolled on the Consular Register, shall apply to the Consul to have them enrolled within ten days from the promulgation of these regulations.

15.—Infringement of any of the above regulations will be punished by a fine not exceeding $200, or by imprisonment for a period not exceeding one month.

16.—All fines and penalties imposed under the above regulations shall be levied and enforced in the manner specified in Art. 39 of her Majesty in Council, dated 13th of June, 1853, and all fees, penalties and forfeitures shall be appropriated and applied as provided for in Art. 38 of the same order.

THOS. ADKINS,
24de 545 *Vice-Consul in Charge.*

THE London Mail of 26th Oct., is due in Hongkong on the 12th Dec., and here on the 17th. It arrived last year on the 19th Dec. per *Nepaul*.

THE P. & O. Co's steamer *Nepaul*, with Mails, &c., for Europe, will leave on Monday, the 26th instant.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, DECEMBER 24, 1864.

THE mercantile community of Shanghai have paid a well deserved compliment to Gordon by presenting him with an address on his departure for England. That address, which will be found in another column, expresses, what almost every European in Shanghai feels to be in accordance with truth—the good feeling which Gordon's whole career has secured for him. There are no doubt a few exceptions. Some men whose interests or whose prejudices have biassed their judgments might be found ready to oppose any display of gratitude to Gordon on the part of the community at large. But those form, we are happy to say, a very inconsiderable minority, respectable neither by position nor by numbers. We do not now speak of those whose sympathies have always been enlisted on the Taiping side. That side had many adherents amongst the most enlightened of the foreign residents in China, but the majority of these will ready join with the signers of the address in giving Gordon the credit of having upheld the honor of his country, and through that country the honor of the whole civilised world. Those who would be inclined to oppose this tribute to Gordon are to be found amongst the illicit speculators in treats and umbrellas, the men who were satisfied to see Shanghai ruined and their fellow countrymen injured in every possible way, provided only they could themselves secure a few lakhs of dollars wrung from the necessities and the ignorance of their Taiping clients. Happily this section of the community was never a very important one, and has latterly, since the rebellion went out of fashion, dwindled to a mere gleaning. It may, therefore, be safely neglected, and we can point to the address to Gordon as expressing the universally shared feeling of the foreign settlers. The gentlemen who have signed the address have thereby registered their belief that in all things wherein it was possible to secure the well-being of natives and foreigners Gordon worked manfully to attain that end. They have moreover testified to the jealousy with which he upheld the name of a British officer, anxious to prop up a tottering throne, and to advance the interests of myriads of his fellow-creatures. For in Gordon, we admire not alone that personal bravery which may often be the offspring of a moral cowardice, but also the bravery which prompted him to bear up against overwhelming odds, to surmount apparently insurmountable difficulties, and to push steadily on in the face of ignorance, jealousy and every discouragement, to the goal which he had set before him. That goal was not in truth the extinction of the rebellion or the establishment of the provincial Governor in his capital. It was the safety of foreign life and property and the general interests of trade which he sought to secure, and which he has secured. We need not revert to the dismal days during which the Taiping hordes held possession of this province. The recollection of that time is fresh in the memories of every one of us. Horrible tales of slaughter filled the columns of the daily press and were the topics of conversation at every table. Gordon was the instrument by which this lamentable state of things was arrested, and but for him or such as he, the Taiping power would now be as rampant as it was during 1860 and 1861. The results which he thus actively brought about are patent to every one, yet there are other results which are at present partially hidden, but which will ere long be manifested. It were impossible that for nearly two years an officer high in the English service could have devoted himself unselfishly to the interest of the native government, without giving an exalted idea of the high principle and perfect incorruptibility of the officers of the British and other foreign armies. The work silently accomplished was quite as valuable as that which found a place in eulogistic articles in the local and home papers. The example which was afforded, cannot have been thrown away, nor shall we find it easy to assign any definite limits to the influence it exerted. It was unfortunate for us that so many unprincipled foreigners found at one time employment under the government, and by their moral misconduct and unblushing exactions lowered the credit of western nations. But we are now in a position to point to one at least who, while he did not compromise the honor of the profession to which he belonged, gave himself up without any adequate recompense to the service of a country in which personally he could have felt no interest, and from which he could expect no lasting distinction. No doubt the brilliancy of Gordon's achievements in China will have the most gratifying effect on his subsequent military career. We should be sorry to think that it would not have that effect. But the expectations of distinction at the end of an indefinite period is but a weak inducement to encounter dangers and difficulties in the present. We were at the time of danger keenly alive to the perils which surrounded us. From those perils we were rescued by the talent, energy and pluck of one man, for when Gordon appeared on the scene all was confusion and utter disorganisation. It is therefore but meet and right that when this man leaves the shores of our adopted country, he should carry with him the expression of our heartfelt regard, and should be able to look back on his service in China as not altogether unfruitful in obtaining for him the respect of his fellow countrymen. We only echo the tenor of the address which has been presented to him, when we wish him God speed on his homeward journey, and "a long career of usefulness and success."

SUMMARY OF THE WEEK.

SINCE the date of our last Summary, the weather has been fine, with the exception of a fall of snow which occurred in the early part of the week. The temperature has fluctuated considerably. In the settlement, little of interest has occurred, and we are in receipt of no advices from our correspondents at the ports. The Portuguese amateurs gave a theatrical performance on Thursday evening, which was as usual largely attended. It is needless to say the pieces put on the stage were well rendered, and gave unbounded satisfaction to the audience. The Amateur Burlesque Company of local celebrity, announce their reappearance on the stage for Wednesday evening next, when Byron's Shameful Revelation of *Lady Audley's Secret*, and R. B. Brough's burlesque of *Medea* will be put on the stage. In our last issue we informed our readers that the Fychow giant was to be seen at the Chen Wang Miao; since then, however, he has removed to the English settlement, where he exhibits himself daily to a mixed multitude of English and Chinese. His height is fully eight feet, and he is well built. According to his own account his age is nineteen years. Our readers will read with satisfaction the clause in the last Municipal Council minutes, with reference to the suppression of gambling houses from the 15th proximo. The French Municipal Council, we learn, has agreed to co-operate in suppressing them. Recent experience has proved the prejudicial effects of these establishments as incentives to robbery and crime of every description, and we may therefore expect that their suppression will be attended by the most satisfactory results. Two thousand padded coats have been placed by Ting Taotai in the hands of a mandarin named Yeh, for distribution amongst the poor in the foreign settlements. From the Yunan province, we learn through a native source that the Mino-tsze have seized the city of Tien-chou-fu. The Taotai of Ye-ting, the commander in chief of the province, and two mandarins, have marched with a large army to recapture the place.

Latest advices from AMOY state that the rebels in Changchow are besieged by an Imperialist army. It would seem, however, that up to that time they had shewn no inclination to surrender. There were several British men-of-war in port.

From YOKOHAMA, we learn that two men implicated in the murder of Major Baldwin and Lieutenant Bird have been executed. They are said to have belonged to a society of fourteen members sworn to destroy foreigners at every convenient opportunity. The United Service Club has been burnt down, together with a number of Japanese houses in its vicinity. A severe shock of an earthquake had been felt. Sir Rutherford Alcock was likely to leave in H. M. S. *Bursoua* about Christmas; and we are informed that the *Adventure* was to leave with the detachment of the Belooch regiment at present in Japan, on the 27th. But the movement of troops is now very uncertain.

HAKODADI advices record the total wreck of the *Ashmore* on Low Island, the Captain and part of the crew saved.

The *English mail of the 26th Oct.* brought no American news which had not been anticipated. But telegraphic advices to the 2nd November have since been received through the medium of Indian papers. From this source we learn that Forrest has defeated the Federal General Hodge, while on his way up the Tennessee, and captured all his artillery. Longstreet had driven the Federals from Strasburg during the absence of Sheridan; but the latter had returned and regained the lost ground. The Confederates under Hood had made a formidable demonstration in Sherman's rear and destroyed twenty miles of railway. An attack on the Confederate camp on the North side of the James river had been repulsed. The treaty between Germany and Denmark has been signed. Muller has been found guilty.

YOKOHAMA.

A Correspondent at Yokohama has kindly furnished us with the following particulars relative to the execution of the two Japanese suspected of having been implicated in the murder of Major Baldwin and Lieutenant Bird.

The execution of two men, who had been to a certain extent accomplices of the murderers of Major Baldwin and Lieut. Bird, took place on the 16th inst. Some attempt had been made by the authorities to keep the matter as quiet as possible, so as to prevent too large a concourse of Europeans attending, but on the evening before, it was rumoured that some men connected with the affair were to be put to death at the Japanese prison between Yokohama and Kanagawa, and consequently about a hundred persons assembled as spectators. Some were so afraid to lose the sight that they went there at noon, and had to stand in expectation for several hours. A little after three, the whisper went round that the condemned were being led in, and soon after a shout and a rush were heard outside, which some of the sight seekers took for an attack on themselves. However it was to be accounted for the fact that the criminals felt naturally excited upon being then for the first time informed of their sentence. The door opened, and a man bound with cords and blind-folded was led through the crowd, and made to kneel down on a mat placed be ore a hole dug to receive his blood and head. The attendants drew his clothes down off his neck, and gave a few preliminary brushes with the hand upwards, as if to stroke the hair all one way. The executioner was one of the Tycoon's soldiers, who had purchased a new sword blade and had asked permission to do the duty, and thus try his weapon. After securing the linen round the temple, and carefully wetting the blade, he took up his position deliberately on the left side of the victim, and raising the sword high above his head with both hands, let it fall with a swoop which severed the neck completely. The head was held up for the inspection of the chief officer present, who signified his approval—"I have seen,"—and it was then thrown into the hole. The other man was carried in, and they appeared to find some little difficulty in getting him to kneel in a convenient position; but when his knees had been properly adjusted and his neck laid bare, the other executioner, who had also petitioned that he might fill the office, advanced, took his place by the prisoner's side, and drawing the sword over his head with a elegant flourish, inflicted the blow as effectually as his predecessor. The blades did not appear to be different from those ordinarily worn by the two-sworded class, any one of which would have done the work quite as completely. The faces of the two men were villainous enough to justify the suspicion of being murderers in a foreigner's mind. Their punishment did not end at the place of execution, placards had been put up everywere stating their crime, and giving their names and ages. I subjoin a translation.

A VAGABOND,
who calls himself GAMAIKE GENPACHI,
Without residence,
Genpachi is 26 years old this year.

A VAGABOND
who calls himself INABA USHIJIRO
Without residence,
Ushijiro is 23 years old this year.

These fellows, who don't appear to have any fixed residence, and bear two swords, went with Shimidzu Seiji to a peasant's house in Hatori mura in the province of Sangami, and demanded money, because Seiji was going to Yokohama to punish foreigners, threatening death if it were refused; and thus compelled money to be given to them. As these fellows received a share of the money from Seiji, they cannot pretend that they were not his accomplices. In consequence of their crime, the two men are to be put to death.

Eleventh month.

After the spectators had looked long enough at the results of the execution, they dispersed. The bodies were packed up in straw bags and carried away to a temple by coolies.

It appears that as the two men had not expected death, they disclosed all they knew about the other assassins, and it is confidently hoped and expected that the same will

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le speedily brought to justice. What are the particulars of the evidence is an entire secret, the examination having been conducted with "closed doors." I doubt however that it would be of any particular interest.

ADDRESS TO COLONEL GORDON.

THE following is the address presented by the mercantile community of Shanghai to Colonel Gordon. It will be forwarded by the mail which leaves on Monday morning. Mr. W. Spencer, Assistant Engineer to the Municipal Council, has engrossed and very tastefully illuminated it, making it, indeed, a perfect work of art.

SHANGHAI, 24th November, 1864.

To Lieut.-Col. Gordon, R.E.
&c., &c., &c.

SIR,—On the eve of your departure for your native country, we the undersigned, mostly fellow-countrymen of your own but also representing various other nationalities, desire to express to you our earnest wishes for a successful voyage and happy return to your friends and the land of your birth.

Your career during the last two years of your residence in the East has been, so far as we know, without a parallel in the history of the intercourse of Foreign nations with China; and, without entering at all upon the political bearings of the great question with which your name must ever remain so intimately connected, we feel that we should be alike wanting towards you and towards ourselves were we to pass by this opportunity without expressing our appreciation and admiration of the line of conduct which you personally have pursued.

In a position of unequalled difficulty, and surrounded by complications of every possible nature, you have succeeded in offering to the eyes of the Chinese nation, no less by your loyal and, throughout, disinterested line of action than by your conspicuous gallantry and talent for organization and command, the example of a Foreign officer serving the Government of this country with honorable fidelity and undeviating self-respect.

It is by such examples that we may trust to see many of the prejudices which warp the Chinese mind, as regards Foreigners, removed, and from such experience that we may look forward with hope to the day, when, not only in the art of war but in the more peaceful occupations of commerce and civilization, the Chinese Government may see fit to level the barriers hitherto existing, and to identify itself more and more with that progressive course of action which, though springing from the West, must prove ultimately of equal benefit to the countries of the East.

Once more wishing you a prosperous voyage and a long career of usefulness and success,

We remain, Sir,
Your obedient servants,

JARDINE MATHESON & Co.
DENT & Co.
RUSSELL & Co.
SMITH KENNEDY & Co.
TURNER & Co.
SHAW BROS. & Co.
AUGUSTINE HEARD & Co.
GIBB LIVINGSTON & Co.
DAVID SASSOON SONS & Co.
SIEMSSEN & Co.
LINDSAY & Co.
GILMAN & Co.
THORNE BROS. & Co.
HOGG BROS.
OLYPHANT & Co.
BIRLEY WORTHINGTON & Co.
GEO. BARNET & Co.
REISS & Co.
DOW & Co.
JARVIS THORBURN & Co.
W. R. ADAMSON & Co.
FLETCHER & Co.
GLOVER & Co.
REID & Co.
PHILIP A. MYBURGH.
CHAPMAN KING & Co.
ALFRED WILKINSON & Co.
WATSON & Co.
OVERWEG & Co.
JOHNSON & Co.
REMI SCHMIDT & Cie.
Bank of Hindustan, China & Japan,
C. COLNETT, Manager.
Central Bank of Western India,
G. CUTHBERTSON, Agt.
Commercial Bank of India,
AUG. WHITE, Sub-Manager.
Chartered Mercantile Bank of India, London & China,
R. B. BAKER, Manager.
Agra and United Service Bank,
ED. MORRISS, Manager.
Comptoir d' Escompte de Paris,
ED. MORELL, Acting Mngr.
Oriental Bank Corporation,
DAVID MCLEAN, Acting Agt.
Chartered Bank of India, Australia and China,
J. P. LYNILL, Manager.
WHERLOCK & Co.
WM. PUSTAU & Co.
L. JOSEPHS.
JOHN FORSTER & Co.
W. WATSON.
G. CUMINE.
SAM BRAUELL.
BOWER HANBURY & Co.
CARTER & Co.
P. M. SMITH.
HOLLIDAY WISE & Co.
ELLISEN & Co.
BOURJAU HUBBNER & Co.
MACKENZIN & Co.
ROTHWELL LOVE & Co.
TRAUTMANN & Co.
HALL & HOLTZ.

REPLY.

Shanghai, November 24th, 1864.

GENTLEMEN,—I have the honor to acknowledge the receipt of your handsome letter of this day's date, and to express to you the great satisfaction which I feel at the honorable mention you have made therein of my services in China.

It will always be a matter of gratification to me to have received your approval, and, deeply impressed with the honor you have paid me,

I have the honor to be,
Gentlemen,
Yours obediently,
C. E. GORDON,
Capt. R. E. and Bt. Lt. Col.

To
MESSRS. JARDINE, MATHESON & Co.
MESSRS. DENT & Co.
MESSRS. RUSSELL & Co.
MESSRS. SMITH, KENNEDY & Co.
MESSRS. AUG. HEARD & Co.
MESSRS. LINDSAY & Co.
&c., &c., &c.

YULE-FEST.

Now from remotest Northern land
Where pine-trees shade the spring from snow;
From tropic Ind's all-glistening sand,
Where coral ridges grow;
From East, from West, from every part
Of Earth's revolving sphere,
With holy-day for hand and heart,
We greet the dying year.

Hither he comes, the Winter's king,
Will he greet Shanghai? He shall!
Hark how his voice has gleaming sung,
"Wass hael"—"Trinck heil, and cerl!
The reeking puddings burst and roll,
Flin steaks, and canikens fizz,
A welcome guest from zone to pole
Old *Christmas*, here he is.

Old father, come! Hale thou the feast
Beside our ingle nook.
Of heart-cure filled the great high-priest,
Of burning, ruddy look.
In wide benevolence on all
Thy cheering warmth to cast!
All brightest at the welcome call
Of "Christmas," come at last.

Dust casts the ponderous counting tome,
The ledgers lie aside.
We spend, though far removed from home,
The same home Christmas tide.
Whether we hail the Czarek's feast
Or pile the Norseman's yule,
For this one day, each year, at least,
Must care forego its rule.

Give us a thought, in Christian cheer,
To the less host than we;
To those (and there are hundreds near)
Who shrink in poverty,
Seek out and find the hungry ones,
With timely alms and food:
That even the Pagan poor may smile,
And say—*this day is good.*

CHALCO.

H. B. M. CONSULAR COURT.

Before—Sir HARRY S. PARKES, K.C.B., *H. B. M. Consul.*

Lieut. PRIDGLE, R. N.
Lieut. STODDERD, R.N.,
Capt. PARNELL,
E. A. REYNOLDS, Esq.
} *Assessors.*

Shanghai, 19th December, 1864.

MASTER AND OWNERS OF "GENERAL MESLIN," *versus*
MASTER AND OWNERS OF "PROMISE."

M. Parnet, captain of the *General Meslin*, sought on behalf of the owners to recover the value of the vessel and cargo; the *General Meslin* having sunk, in consequence of injury sustained through a collision with the *Promise*.

Mr. MYBURGH objected to this case being tried, on the ground that the law did not give a commander of a vessel power to appear in Court on behalf of his owners, without a power of attorney authorising him to do so, and that unless Captain Parnet produced this power of attorney, the Court could not take cognizance of the case. If Captain Parnet should recover in this case, and not have had authority from the owners, they might on some future occasion claim the money handed over to him and thus occasion great annoyance to defendants and also to the Court.

Mr. EAMES argued that the Captain was part owner of the vessel and was entitled to sue for injury done to that vessel, it being impossible that the other owners should appear. Moreover, it was in accordance with French law, and consequently there could be no danger of the owners claiming for the damage at a future period. He did not introduce the French Code of commerce, to influence the decision of the Court but merely to shew the Captain's authority to act for his owners.

The question was laid aside for further consideration, and the case in which Parnet sued for personal property lost by the collision, was brought on.

Mr. EAMES said that at the time of the collision the *General Meslin* was lying as near the shore as she could with safety. As the *Promise* was coming down the river, she suddenly sheered off and went nearly at right angles with the course she formerly pursued. The *General Meslin* seeing the approach of the steamer put her helm hard a-starboard, and as the vessel answered her helm well, the force of the collision was in some measure abated. The *General Meslin* seemed to have acted as a sort of buffer, for the steamer was heading towards a jetty and must have gone ashore had she not come into collision with the barque. He hoped to be able to prove to the Court that the rudder of the steamer was so small as to necessitate a very large space for her to turn round in, and the tiller did not work with the rudder as it should have done. The vessel was in an unmanageable condition when she left Shanghai, not even the mainmast was docked and a large piece put on to the rudder. The defendants might endeavour to shew that the rudder was injured in some way after the departure of the steamer from Shanghai, but were that even proved he hoped to satisfy the court that there had been gross misconduct evinced on the part of those on board. The defendants say that no pains were taken to save the vessel after the accident, but he (Mr. E.) hoped to shew clearly that every endeavour possible was made by the *General Meslin's* men. They unshackled the chain, hoisted a jib, manned the pumps, and in fact had they done much less they would still be exempt from blame. They had received assistance from the *Promise* in hoisting the jib, but everything else was done by themselves. He considered that if the vessel could be proved in an unseaworthy condition when leaving Shanghai, there would remain nothing but to decide the amount of damages.

E. PARNET, captain of the *General Meslin*, through the medium of an interpreter, said:—I commanded the *General Meslin* up to the time she was lost. She was lost on the 3rd of November. The ship was lying at Wusung, close to the bank. I moored there on the 9th October, and there had been no change of anchors up to the 3rd Nov. I have seen several steamers of all sizes pass up and down. They passed at a distance of about 500 yards. I was not on board at the time of the accident. I heard of it at 6 o'clock that evening, from M. Rondeaux, at Shanghai. I got down at 12 o'clock that night. At high water there were about two feet of water on deck. One anchor had 75 fathoms of chain out and was still holding, and the other 45, but this was let go. There was a mud bottom; she sank a little into the mud. There were twelve feet of water alongside the ship at low water, and two feet or two and a half above the pump at high water. The *General Meslin* sank at half a vessel's length from low water mark. I have saved a few of the things mentioned in my list.

To Mr. MYBURGH:—I have been 28 years at sea; two years and three months captain of the *General Meslin*. From the 7th October to the 3rd November (the day of collision) I was always on board, except when at Shanghai on business. Vessels used to pass but a cable's length from the ship. If I did not look myself, I had given orders to my Chief Officer to see that the chains were clear. At noon on the day of the collision, I saw myself that the chains were clear. There was no water on deck at low water. Three days after the collision had happened the water had not left the deck. I began to recover cargo on the 4th—some planks belonging to iron beds and casks which were floating. On Monday (the 7th) I took my men to Shanghai, to depose before the Consul; they returned the same evening and began to save the bulk of the cargo. On the 4th I sounded with a bamboo to ascertain the depth of the cut caused by the collision. The hole was about the fore-chain, on the starboard side. At low water there was about a foot of the cut above water, the rest was covered. I did not stop the hole at once, I sent for surveyors. It was impossible to stop the hole; there were about eight feet of the cut under water. The distance between each timber of the frame-work was about 10 centimetres (3¼ inches). From the 3rd to the 7th, I did not make any arrangement to have the ship saved. I applied to the Consul to send down surveyors on the 4th. I do not say when the application was made. The report is dated the 5th November. Captains of two French merchant ships were sent down. Their report was, that the vessel could be raised by using extensive appliances. I do not know that there are two or three persons at Shanghai who profess to raise sunken ships. The Captain of a steamer told me on the 4th, before I came to Shanghai, that the ships could be raised by pumping, and he offered to do so. I did not enquire whether there were persons who could undertake that business, notwithstanding that the surveyors had said that she could be raised by extensive means (*grands moyens*.) I abandoned her on the 19th. Up to that time I did send surveyors to survey, but no one to stop the hole. She is insured partially for 60,000 frcs. She is eight years old. She was built in France. That is not the price the owners paid for her. Her tonnage is 313 French tons (309 English). I only changed my mainmast, jib-boom and foretop-gallant mast at Shanghai. I had freight money to pay for them. I had another collision before reaching Amoy recently, the vessel was making a little water when I reached the port and had to repair there at a cost of 40,373 frcs. My owners told me that she was insured for 60,000 frcs. in France. She was classed A 1, for 3 years, in the China sea. She has been sold. I do not know that all the coal has been saved. I heard this as she had been raised and moved but sunk again; but she will not be raised again. I think it would be rather difficult to raise her again. In my opinion there would have been greater difficulty in raising the vessel two days after the collision. I only know that, according to French law, I am bound to make every effort so long as the cost does not exceed two-thirds of the value. I do not know that Mr. Robinson offered to raise her for $1,000. No one asked me more than two-thirds of the value to raise her. At high water, she might have taken two ships' breadths nearer the shore in five minutes, by veering out cable and hoisting the jibs, with a fair wind.

To Mr. EAMES:—The Consul selected the surveyors in each case. I have always consulted the Consul. No one ever offered to raise and repair the ship at all. I purchased a portion of the ship on the 26th August 1862. I do not know what was the value of the ship. I paid 35,555 frcs. I cannot say exactly what part of the vessel I own. I own about half. She is worth about 72,000 frs.

To THE COURT:—I left France in the ship on the 10th of December. My wife keeps the receipts I received. I have used more than the earnings of the ship is executing repairs. I don't exactly know what the amount of my share is. On the ship's papers Mr. Bosquet's name alone appears. I own nearly one-half. I am not sure that M. Bosquet alone owns the rest. I have some letters from him, proving my having a share in the vessel. The vessel was drawing about fourteen and a half feet, French measurement. One side of the vessel is stove in, and the other side bulged out. The people that tried to raise the vessel said that she leaked at six different points; these were not surveyors. I have taken an anchor close in shore and hove on it, but without effect; the vessel would not move. The anchor was stuck in the mud and dry at low water. The ship had lower deck beams. The blow was between the lower deck beams and the upper deck beams. I saw the pumps at the 4th, and saw they were not capable of raising the vessel. There were neap tides at the time.

December 20th.

CHARLES LEBON:—I was first officer of the *General Meslin*. I was on board at the time of the collision. It occurred on the 3rd November, at twenty minutes past three. The steamer *Promise* ran into her. The steamer was about half a mile from the barque when I first saw her; she was coming down from Shanghai. She was heading towards the ship when I first saw her. The tide had been flowing for about an hour and a half. When I saw her heading toward the barque, I put the helm to starboard, to steer the vessel in. At that time the tide was running between two and three miles an hour. A short time before the collision happened the *General Meslin* drew fourteen feet of water. She sheered about five points when the helm was a-starboard; this is a rough estimate. The steamer struck her two feet abaft the foremain chains. When it happened I looked at the time piece, saw the time was twenty minutes past three, took the name of the steamer, and called the men to man the pumps. The clock I looked at was in the cabin, but I saw it through the skylight. After the collision I looked outside to see the damage done, and then went down into the hold, when, seeing the water rushing in like a cataract, I told the men to stop working the pumps and sent them to the chains. I could not see the extent of the damage done. I saw that the timbers were stove in. I told the men to slack out both cables; they did so with all possible promptitude. I slipped the cable of the flood anchor at the fourth shackle. I am not sure of the length of a shackle, whether twelve and a half or fifteen fathoms. Before paying out this cable there were two shackles out. The second shackle was outside the ship so that I was obliged to pay out some of it to come to another shackle in order to slip it. The fifth shackle of the other chain is outside the vessel; I saw it running out. I sent some men to hoist both jibs and haul the sheets to starboard, in order to steer the vessel in. I saw some strangers on board, but I was too busy with my work to notice in all the covering-boards broken. I left the in and the covering-boards broken. I left the vessel in a cargo-boat at forty-five minutes past three; I was the last to leave her. The crew went in the same boat. The vessel had touched before I left. About five minutes after I left, she sheered down on the shore side. I left because I feared she would sheer to the river side. The cargo-boat belongs to the coal-go-down and was sent to me by the man in charge, on my shouting out for it. From the time the steamer crossed the bar, she steered on for the *General Meslin* without changing her course at all. When I left the vessel there was a metre of water above the main-deck fore-and-aft. It was nearly up to the deck fore-and-aft. It was nearly up to the deck when the vessel went down by the head but lay straight before I left. The crew stayed on shore at Woosung for several days and kept watch. They could see the vessel from the shore.

To Mr. MYBURGH:—I have seen many vessels going out at a distance of half a mile from the *General Meslin*. From the marks they always steered directly for her. They generally passed at a distance of forty-five, fifty or sixty fathoms. Wind and tide have a tendency to push a vessel on shore. The tide was running about two or three knots at the time. I dont recollect a squall of wind about a minute or so before. There was a land breeze blowing from the opposite shore. I don't know whether there is any chow-chow water there. If they were observing in the steamer, they could notice whether the helm was being starboarded or not. I noticed that the *Promise* was high out of the water and had a spar-deck. I saw something on this deck, but do not know whether it was a pilot house. The *Promise* would have better means of observation than most other vessels, on account of the spar-deck. As soon as I saw her coming to a distance of forty-five or fifty fathoms, I feared a collision, and put the helm to starboard. The people on board the *Promise* could then see distinctly anything going on on board the *General Meslin*. I repeat that the *Promise* did not alter her course. I observed her closely. I had not time to slack the chains before the collision. The *Promise* did go astern the moment after the collision. I do not know whether the screw must have been reversed in order to produce this result. I did not notice whether she went astern rapidly. I do not know the meaning of "starboard." I have seen men on board who understood English nautical terms. All my men were in the rigging at the time. I put the helm a-starboard before the collision. I swear I was at the helm myself. I had run to the helm about five minutes before the accident. I had no time during these five minutes to slack the chains. The men could not have come down in half a minute. I thought to avoid accident by starboarding the helm, and only called my men down at the last moment, when I saw it was inevitable. With sixty men I could not have hauled in on one chain and slacked the other sufficiently to avoid the collision. I did not use any of the sails which were lying loose on deck to recover the hole. To have attempted to do so, would have been to have allowed the vessel to sink at her anchors. It is not the custom, in a river, to throw a sail over the side to stop a similar injury. I noticed a boat coming alongside from the *Promise*, with the captain or the pilot on board. I know Mr. Bonney by sight. I believe I saw him on board. I do not remember the person who came on board from the *Promise*, calling out to hoist the jib; I do not understand English. I remember one stranger helping to hoist the jib. I will not swear that the pilot and four men were not engaged. I am sure of one, but not of more. I cannot swear that those five men were alone. I only saw one man of the crew on the fore-castle—named Julien. He was loosing the flying jib. The jibs were stowed before the collision. There was no great excitement. As soon as I saw the danger, I sent all hands to the chains, which they worked freely. My men did not immediately rush to their cabin for their property. I saw strangers working at the chains. I swear that the crew were working at both chains at the same time the strangers were working. It is untrue that the crew ran away as soon as the foreigners came on board. I was as cool as I am at the present moment. The boat which came alongside was about 25 tons. It was filled by the crew; no one saved anything except a few rags worth a few dollars. The forecastle cabins were filled with water. A few chests were washed out and the men saved what they could. I was there on the following day. I did not see two Europeans come down to offer to raise the vessel. The Captain left for Shanghai on the 4th in a steamer. I do not know whether this was the steamer which had offered to raise her. The tide did not admit of her being raised within a day or two. Supposing that the *General Meslin* had been raised lately, I am not able to say that it would have been easier to raise her before. I never gave my attention to this work. My opinion is that the *Promise's* helm was not a-port. Supposing that her helm was a-port, I can believe that the force of wind and tide could have swept her in. Had the helm been put a-port at fifty fathoms off, and the *Promise* had answered her helm, the collision could have been avoided. I do not think the wind and tide caused the collision. The pilot would not have been wrong in reversing the engines when abreast of the *General Meslin*, supposing the *Promise* fell off at that moment.

To Mr. EAMES:—I had eleven hands on board, including captain, mate, cook, and boatswain. Some passengers came on board after the collision. I do not know where they came from.

To COURT:—They gave a hand to veer out the chains, till the vessel sank. I did not see them save anything. Their baggage was saved on the 10th or 12th. Four or five trunks were saved. The starboard cable was slack when the *General Meslin* touched the bottom. I never heard a complaint that she was in the way. Had she been anchored above or below, I do not know that we should have been more out of the way. (Witness was cross-examined with reference to his statement that vessels approaching sheered off at a distance of fifty fathoms; but did not admit that she was in the way). I do not think that our position exactly opposite the bar interferes with the navigation of the river. (It was indicated to the witness on the chart that the anchorage was marked above, not opposite the bar). The *Promise* sheered off after she had struck the *General Meslin*. I kept the helm a-starboard. The strangers were on board when the chain was slipped.

JOSEPH BOURJON, boatswain, was on board on the occasion of the collision. When the *Promise* was a short distance off, I thought she would run into us. I came down at the moment and went to the chains by order of the chief officer. Every one ran forward to the chains. We slacked forty-five fathoms on the port and then unshackled it, and 75 on the starboard. We paid out on both simultaneously. I called out to a man to loose the flying jib, and a stranger loosed the jib; the latter was a Manila man. I did not see any strangers doing anything else. I understand a little English. I did not notice any conversation between the strangers and the officers who came on board. She went about two ships' lengths nearer the shore, and then touched. She sank about 25 minutes after the collision. Six or seven men were at work on the chains. The crew all jumped into a cargo-boat and watched the vessel after she sank. The boat was sent by the godown keeper. The water was on the deck when we got on board the boat. The crew came to Shanghai on the 7th, and went down again the same day. After we came back from the Consulate we stayed at Woosung and saved as much as we could, and then came back to Shanghai.

To Mr. MYBURGH:—I did not notice the *Promise* until just before she touched the ship. The chief officer said "that vessel will come into collision" and then put the helm hard a-starboard. I was in the rigging at the time. This was at the moment I was coming down. His exclamation and mine and our coming down were simultaneous. The helm was put a-starboard before the collision, possibly a minute or two minutes. I don't exactly know the state of the tide. I only know it was flood. I did not notice a puff of wind at the time. I don't know how long it would take to make a vessel sheer on putting the helm to port or starboard; some more, some less. Before the pilot came on board I do not know of any order for putting canvas over the holes. When he came on board we were working at the chains. One of the men from the steamer helped to hoist the jib. From the 3rd until the 7th I don't know of anything having been done to save the ship. I do not know whether the hole could have been swabbed up. We left the vessel only when she was full of water.

To THE COURT:—We all remained at the chains until the vessel touched the ground. It was our men who slipped the chain. I assisted in slipping the chain; I hauled it out from the locker. In slipping the chain, a pin has to be taken out of the shackle. Two men were engaged at it. I was then slacking the starboard chain. The chief officer called out, Slack the chain, slack the chain, and we all ran down from the rigging. This was after the collision. We commenced at the chains but he called out to come to the pumps, he then sounded and said it was no use to pump, and we went back to the chains. The pumps were ready rigged. There was never any other vessel in collision with the *General Meslin* since we have been at anchor at Woosung.

BOILEAU said:—I am one of the crew of the *General Meslin*. I was on board at the time of the collision. After the collision the chain was sunk and the jib hoisted. I lent a hand to slack out the chain and afterwards to unshackle. I held the pin, while another person struck it out. I saw it go out.

To Mr. MYBURGH:—This gentleman (the pilot, Mr. Christianssen) gave directions to tie a rope to the end of the chain, but it ran out too fast. Four men gave a hand, I don't know whether they were the pilot's men. I have noticed some vessels coming down passing very close to the *General Meslin*; at more than the distance of two vessels length. There is no chow-chow water down there. I know where the bar is. I have noticed vessels after coming over the bar steer for the *General Meslin* and change their course when close to her. The weather was fine. That morning there was a N.W. breeze. I did not notice it chopping round to the N.N.E.

F. COUPET said:—I have been government godown-keeper at Woosung since August. I recollect a steamer coming into collision with the *General Meslin* on the 3rd November. Vessels generally pass about 400 metres outside the *General Meslin*. This steamer passed closer than usual. I was on the bund and saw the steamer when she was at a distant of 150 or 200 metres from the vessel. She struck, and I then sent an express message to Shanghai to Mr. Rondeaux, telling him that the vessel would sink in thirty minutes. Before doing this I gave orders for two cargo-boats and a sampan to go alongside to save the crew. One did not go. I cannot say at what speed the steamer was going.

December 21st.

— EQUILBECQ said:—I am godown keeper to Remi Schmidt & Co. at Woosung. I recollect the collision between the *Promise* and the *General Meslin*. I was in my room at the time, about two hundred and fifty metres from the *General Meslin*. I with about four others ran down and jumped into a boat at the jetty. Three of them I am certain were passengers in the *General Meslin*. Mr. Pinaud and I went in my boat, and Lachaud and Devraschez went by another boat, at the same time. I went up on board the ship and found the passengers engaged in saving their personal effects. Lachaud went forward and gave a hand at the chains. Devraschez succeeded in saving a musical instrument and one of his trunks. I saw Mr. Bonney and two of his boatmen on board. Mr. Bonney was then looking on. No European from the steamer then looking on. No European from the steamer came on board with two of his men.

To Mr. MYBURGH:—I started at the same time as Mr. Bonney from the jetty, and he got on board first. The pilot arrived a few moments after I did. I saw one man from Mr. Bonney's boat and one from the steamer hoisting the jib. The men on board were just as composed and self-possessed as they are now. Two of the passengers only lost their heads. I saw that the tiller was hard a-starboard. The pilot never put his foot on the poop.

To THE COURT:—I was on the poop all the time except two minutes that I was in the cabin, just before the vessel went down. I have been sixteen months at Woosung as godown keeper. I have seen many vessels anchored in the same spot as the *General Meslin*. They may not have been anchored exactly in the same spot. Before going on board I saw the vessel steering

(See Supplement.)

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PHŒNIX FIRE ASSURANCE COMPANY.

LONDON.

ESTABLISHED IN 1782.

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The undersigned having been appointed agents of the above Company are prepared to insure Buildings, Merchandize, Goods, and Property against Fire for *large amounts*.

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HUGHES, WILLGOSS & Co.
20ma-65 3s7 Yokohama, 3rd Mar., 1864.

HOME AND COLONIAL ASSURANCE COMPANY,

LIMITED.

Capital. £2,000,000,

In 40,000 Shares of £50 each. With Power of Increase.

£1,000,000 Issued.

Governor: JOHN PATERSON, Esq.
Deputy-Governor: ALEXANDER FRASER, Esq.

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Felix Pryor, Esq., (of the late firm of H. and J. Johnston & Co.)
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James Wyllie, Esq., (Gladstone, Wyllie & Co.,) Calcutta.

Underwriter.
J. J. Choisy, Esq.,
Bankers.
London: The Alliance Bank, Lothbury.
" The Consolidated Bank, Fenchurch Street.

Offices.
69, Cornhill.
Agents.
Liverpool.—Messrs. Thomson, Finlay & Co.
Bombay—Messrs. Finlay, Scott & Co.
Kurrachee—Messrs. Finlay & Co.
Madras—Messrs. Binny & Co.
Calcutta—Messrs. Gladstone, Wyllie & Co.
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Penang—Messrs. Fraser & Co.
Batavia—Messrs. Maclaine, Watson & Co.
China—Messrs. Turner & Co.
Mauritius.—Messrs. Scott & Co.

The undersigned having been appointed Agents for the above Company in China, are prepared to issue Policies upon Marine Risks, at current rates of premium.

TURNER & Co.
tf 480 Shanghai, 26th July, 1864.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE Undersigned having been appointed Agents in China for the above named Company are prepared to grant Policies against Fire at Shanghai to the extent of £10,000,—on one risk, as under:

1.—On Buildings or on their contents.
2.—On Ships, lying in port, or on their contents.

For further particulars apply to
WM. PUSTAU & Co.,
Agents in Shanghai.
tf Shanghai, 1st December, 1858.

INSURANCES.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building, situated on the British Concession at Taechuhlin, Tientsin.

SMITH, KENNED & Co.
tf Shanghai, 25th August, 1862.

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON.
JAMES HARTLEY & Co., *Managers.*
ESTABLISHED 1847.

THE Undersigned having been appointed Agents at Nagasaki for the above office are prepared to accept risks by first class steamers.

GLOVER & Co.
2jy-65 465 Nagasaki, 1st July, 1864.

AUSTRALASIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.

(Liability Limited.)

MARINE DEPARTMENT.

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.

Losses can be made payable in Shanghai, Hongkong, Calcutta, Melbourne, or London.

AUGUSTINE HEARD & Co.
tf 303 Shanghai, 4th December, 1863.

COMMERCIAL UNION ASSURANCE COMPANY.

Marine Branch: 5 ROYAL EXCHANGE AVENUE, LONDON.
CAPITAL,.....£2,000,000.

THE Undersigned having been appointed Agents for the *Marine Branch* of the above Company, are prepared to issue Policies at current rates of Premium.

GIBB LIVINGSTON & Co.
tf 258 Shanghai, 14th Oct., 1863.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY INCORPORATED BY ROYAL CHARTER AND ACT OF PARLIAMENT.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.

For further particulars apply to
GILMAN & Co.
tf 417 Shanghai, 23rd April, 1864.

EASTERN MARINE INSURANCE COMPANY, REGISTERED.

THE business of this Company has been transferred to THE HOME & COLONIAL ASSURANCE COMPANY, LIMITED who will settle all claims on policies issued by the first named Company.

TURNER & Co.,
Agents.
tf 479 Shanghai, July 26th, 1864.

THE LANCASHIRE INSURANCE COMPANY.

THE Directors of the Lancashire Insurance Company have appointed Messrs. W. R. ADAMSON & Co. Agents for the Company at Shanghai

By Order,
GEORGE STEWART,
General Manager.
tf 240 Manchester, July 1863.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE Risks to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.
tf Shanghai, 15th February, 1867.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above named Company, at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored therein.

GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

FOR SALE.

FOR SALE.

GIESLER'S Creaming Champagne, Port, Sherry, &c., &c.

SMITH, KENNEDY & Co.
tf Shanghai, 16th September, 1859.

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27ju-65 163 Shanghai, 27th June, 1863.

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Port, " " " " 8 "
Champagne, in 1 " " " 12 "
Claret, (Barton & Guestier's)
St. Julien, in 1-doz. cases, " 8 "
Medoc, 1 " " 5 "
Cognac Brandy, 1 " " 10 "
do. do. 1 " " 6 "
India Pale Ale, 4 " casks " 2 "
CHAPMAN, KING & Co.
tf 223 Shanghai, 12th September, 1863.

HOUSES & LAND.

NAGASAKI.

TO Let, a dwelling House pleasantly situated on the Sagaranatre hill, particularly well adopted for invalids, or families intending to spend the summer there.

The House consists of four reception Rooms on the ground floor and four bed rooms upstairs,

Kitchen, good offices, large gardens, all in complete order.

For particulars apply to
BUSSONNET & Co.,
Shanghai.
PIGNATEL & Co.,
Nagasaki.
tf 453 Shanghai, 18th June, 1864

BANKS.

THE

Oriental Bank Corporation.

INCORPORATED BY ROYAL CHARTER, 29TH AUGUST, 1851.

PAID-UP CAPITAL, £1,260,000.
RESERVED FUND, £252,000.

COURT OF DIRECTORS.

HARRY GEORGE GORDON, Esq., *Chairman.*
WILLIAM SCOTT BENNY, Esq.,
Deputy-Chairman.
JAMES BLYTH, Esq.
JOHN LOWIS BONHOTE, Esq.
WILLIAM WALTER CARGILL, Esq.
ALEXANDER MACKENZIE, Esq.
LESTOCK ROBERT REID, Esq.
PATRICK F. ROBERTSON, Esq.
CHARLES J. F. STUART, *Chief Manager.*
PATRICK CAMPBELL, *Sub-Manager.*

BANKERS.

BANK OF ENGLAND.
UNION BANK OF LONDON.

AGENTS IN SCOTLAND.

NATIONAL BANK OF SCOTLAND.
COMMERCIAL BANK OF SCOTLAND
R. DUNDAS CAY, 25, St. Andrew Square, Edinburgh.

AGENTS IN IRELAND.

PROVINCIAL BANK OF IRELAND.
THE NATIONAL BANK.

HEAD OFFICE: THREADNEEDLE STREET, LONDON, E.C.

SHANGHAI AGENCY.

Banking.

THE Corporation receive money on Deposit, repayable on demand, upon which no interest is allowed.

They also receive money on Fixed Deposit, re-payable at Twelve Months' Notice, upon which interest at Five per cent per annum is allowed.

They discount Bills and Notes payable in Shanghai, having at least two approved names unconnected in general partnership, and they make advances upon Bullion and Goods not of a perishable nature, in the custody of the Bank.

Exchange.

The Corporation issue Drafts on the Bank of England payable on demand, and on the Union Bank of London payable at six months sight: and they grant Circular Notes for the use of travellers, negociable in all towns of importance throughout the world.

They also issue Drafts on the Agencies and Branches of the Corporation at Hongkong, Yokohama, Bombay, Calcutta, Ceylon, Madras, Mauritius, Melbourne, Singapore, and Sydney, at the exchange of the day.

Bills payable in Europe or in any of the above places are purchased or remitted for collection.

Information as to the rules of business may be had at the Office, or on application by letter to the Agent

D. McLEAN,
Acting Agent.
tf 490 Shanghai, August, 1864.

ASIATIC BANKING CORPORATION.

INCORPORATED BY ROYAL CHARTER.
Authorised Capital £2,000,000.
Subscribed Capital £500,000 of which £300,000 is paid, and remainder in course of being called up.
Head Office—No. 4 Lombard Street.

BOARD OF DIRECTORS.

Francis Boykett, Esq., Chairman (Messrs. Timothy Wigging and Co.)
J. A. Russell, Esq., Deputy-Chairman (Messrs. Grey and Coles, and Grey and Co., Bombay.)
Thomas Cardwell, Esq., (Messrs. Thomas Cardwell and Co., and Carswell, Parsons and Co., Bombay.)
Charles A. Fearon, Esq., (Messrs. Fearon and Co., late of Messrs Augustine Heard and Co., China.)
William Maitland, Esq., (Messrs M'Killop, Stewart and Co., Calcutta.)

COMMITTEE IN BOMBAY.

The Hon. Michael H. Scott (Messrs. Ritchie, Steuart, and Co.)
Robert Hannay, Esq., (Messrs. Grey and Co.)
Cowasjee Jehanghier, Esq.
GENERAL MANAGER.—Harry John, Esq., late Agent at Bombay for Chartered Mercantile Bank of India, London and China.

BANKERS.

The Bank of England.
The London Joint Stock Bank.
BROKERS—Messrs. Foster and Braithwaite.
SOLICITORS—Messrs Freshfields and Newman.

AUDITORS.

Messrs Coleman, Turquand, Youngs and Co.

Agencies and Branches are being organised at Bombay, Calcutta, Singapore, Ceylon, Hongkong, and Shanghai.

The Corporation will shortly be prepared to grant Drafts, and negociate Bills of Exchange payable at the above places, issue Letters of Credit, and conduct every description of Banking business connected with the East.

6fc 485 6th August, 1864.

MISCELLANEOUS.

SAUCE.—LEA AND PERRINS' WORCESTERSHIRE SAUCE.

PRONOUNCED
BY
CONNOISSEURS
TO BE THE
ONLY GOOD SAUCE AND APPLICABLE
TO
Every Variety of
DISH.

Extract of a Letter from a medical gentleman at Madras to his brother at Worcester, May, 1851.

"Tell Lea and Perrins that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome sauce that is made

CAUTION.

LEA AND PERRINS

Beg to caution the public against spurious imitations of their celebrated

WORCESTERSHIRE SAUCE.

L. & P. have discovered that several of the Foreign Markets have been supplied with SPURIOUS IMITATIONS, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. *forged*.

L. and P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world, to advise them of any infringement of their rights.

ASK FOR LEA AND PERRINS' SAUCE.

*** Sold Wholesale and for Export, by the Proprietors, Worcester; Messrs. CROSSE & BLACKWELL; Messrs Barclay and Sons, London; &c., &c.; and by Grocers and Oilmen universally.

31dec65 318 Dec 24 1863.

SCREW AND PADDLE STEAMERS, &c.

G. H. HARRINGTON & Co. MARINE ARCHITECTS, ENGINEERS AND SURVEYORS, 27, Leadenhall Street, London E. C.

Contracts entered into for Building Wood or Iron Screw and Paddle Steamers, Sailing Ships, Tugs or Barges suited to Sea or River Navigation.

Patent Combination Vessels with Teak Planking and Iron Frames.

Estimates and particulars forwarded on application, and contracts made for delivery of all Lines of Vessels in China, &c.

6fc-65 492 13th Aug., 1864.

PICKLES, SAUCES, JAMS, &c.,

Free from Adulteration,

Manufactured by

Crosse and Blackwell,

Purveyors to the Queen,
21, SOHO SQUARE, LONDON.

Dr. HASSALL, the great Analytical Chemist, states in the *Lancet*, of February 4th, 1854 and in his Work on Food and its Adulterations, with reference to the Food Products chemically and microscopically examined by him.

"The *Samples* of Messrs. CROSSE & BLACKWELL were entirely free from Copper."

Crosse and Blackwell's

manufactures, which from their great superiority have become so universally celebrated, are obtainable from every respectable Provision Dealer in all parts of the world. Purchasers should insist upon having C. & B.'s genuine articles when they ask for them, as it is not unusual for unscrupulous dealers to substitute inferior preparations.

C. & B. invite special attention to the following, the quality of which is of the highest standard attainable.

PICKLES prepared in pure malt vinegar.

BOTTLED FRUITS for Tarts, Puddings, &c.

JAMS AND JELLIES, Marmalade, Fruits in Syrup, Crystalized Fruits. Prepared Calf's-feet and other table Jellies; Vanilla and other Creams.

PURE MUSHROOM CATSUP. Essence of Anchovies, Harvey's, Reading, Soho, Royal Table, and other choice Sauces. Essence of Coffee. Flavouring Essences. White Wine Vinegar. Durham Mustard.

SALAD OIL, the finest imported.

POTTED MEATS, Anchovy Paste, Bloater Paste. Patent Preserved Hams, Cheese, Bacon, &c. Oxford and Bologna Sausages. Yorkshire Game Pates, Yorkshire Pork Pates. Mackarel in Sauce, Kippered Herrings, Pickled Salmon in Bottles, Fried Eels, Herrings à la Sardines. Blackwall Whitebait, Fresh Oysters, Asparagus, and a great variety of other table requisites and delicacies, particulars of which will be found in their detailed Lists.

C. & B. are Special Agents for LEA & PERRINS' WORCESTERSHIRE SAUCE, PHILIPPE & CANAUD'S SARDINES, SOYER'S SAUCES, RELISH AND AROMATIC MUSTARD, CARSTAIRS' SIR ROBERT PEEL'S SAUCE, GRIMWADE'S DESSICCATED MILK, and for MASSON'S FRENCH CHOCOLATE.

To guard against frauds, consumers of C. & B.'s Preparations should purchase only from those dealers on whom they can fully rely; and should be particular to have all bottles and jars destroyed when empty, and the labels defaced. Every article sent from the Manufactory, bears on its label the address,

CROSSE & BLACKWELL,
Purveyors to the Queen,
21, SOHO SQUARE, LONDON.
31jn-65 352

E. & H. T. ANTHONY & CO.,

501, BROADWAY, NEW YORK.

MANUFACTURERS of fine Photographic Chemicals, Paper, and all Photographic requisites, also of Photographic Albums and Stereoscopes.

18ju-65 454 June 18th, 1864.

MISCELLANEOUS.

Established 1814.

SLATE BILLIARD TABLES,

SOLID OR OTHERWISE, TO SUIT ALL CLIMATES, BY APPOINTMENT.

MESSRS. THURSTON & CO.,
BILLIARD TABLE MANUFACTURERS,
TO HER MAJESTY THE QUEEN, AND H.R.H. THE PRINCE OF WALES,
14, *Catherine Street, Strand, London,*
AND AT SALISBURY WHARF, ADELPHI, W.C.

Cloths of the finest texture. Balls of superior and well-seasoned Ivory turned on the truest Mechanical principles.
Inventors and Manufacturers of
THE CENTRAL REVOLVING LAMP,
Being the best Light ever constructed for Billiard Tables.
THE GAME OF BILLIARDS,
By Edwin Kentfield, of Brighton,
Lonson; Published by the Proprietors, THURSTON & Co.
1au-65 498 Shanghai, 13th Aug., 1864.

AMMUNITION.

Eley's Ammunition

OF EVERY DESCRIPTION

For Sporting or Military Purposes.

DOUBLE Waterproof Central Fire Caps, Felt Waddings to prevent the leading of Guns, Wire Cartridges for killing Game, &c., at long distances, Breech Loading Cartridge Cases of superior quality for Shot Guns and Rifles, Pin Cartridges for "Lefaucheux" Revolvers of 7, 9, and 12 millimetres.

Jacob's Rifle Shell Tubes, Cartridges and Caps for Colt's.

Deane's, Tranter's, Adams', and other Revolvers.

BALL CARTRIDGES

For Enfield, Witworth, and Henry's Rifles, also for Westley Richard's, Terry's, Wilson's, Prince's, Deane's, and other Breech Loaders.

Bullets of uniform weight made by compression from soft Refined Lead.

ELEY BROS., Gray's-Inn-Road, London, W. C.
[WHOLESALE ONLY.]
1au-65 494 o-a-f 13th Aug., 1864.

WATSON, CLEAVE & Co.

Chemists & Druggists,

NANKIN ROAD, NEAR THE BUND,

SHANGHAI.

大 藥 房

tf 512 Shanghai, 1st October, 1864.

N. BIRKENSTALDT & CO.,

ARCHITECTS AND CIVIL ENGINEERS.

SIN-TUK-KEE, FOOCHOW ROAD.
tf 475 Shanghai, 23rd July, 1864

JOHN GAVIN,

CIVIL ENGINEER AND ARCHITECT.

HANKOW.
tf 405 9th March, 1863.

A. MARKS and Co.,

Auctioneers and Commission Agents.

YOKOHAMA,
JAPAN.
tf 264 Yokohama, 5th October, 1863.

McKENZIE & CO.,

Ship Chandlers, Store-keepers, and Provisioners,—Nova Water, and Lemonade Manufacturers.

YANG-KING PANG,
SHANGHAI.

WHITFIELD & KINGSMILL,

CIVIL ENGINEERS AND ARCHITECTS.

Yew hun.

Orders received for Machinery and Iron work of all descriptions to be executed in Eng and under he superintendence of an Experienced Civil Engineer and Machinist.

tf 34 Shanghai, 23. d January, 1863.

HALL & HOLTZ,

SHIP CHANDLERS, STOREKEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAI.

W. M. MORGAN & CO.,

Brokers, Commission Agents, and Auctioneers,
D'AGUILAR STREET,
tf HONGKONG.

Wm. DATO and Co.,

GENERAL STORE-KEEPERS, WINE AND SPIRIT MERCHANTS,
SHANGHAI.
Yang-king-pang, Corner of Rue Montauban.
tf Shanghai, 4th April, 1862.

Edited by R. ALEXANDER JAMIESON.
Printed & Published every Saturday, at the North-China Herald Office, Shanghai.]

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SUPPLEMENT

TO THE

"NORTH-CHINA HERALD," DEEMBER 24, 1864

SHANGHAI TEA, SILK, COTTON AND OPIUM RETURNS. FOR SEASON 1864–1865.

From Imperial Maritime Customs.

TEA.

GREAT BRITAIN.

Ship.	Cleared	Destination	Congou.	Souchong.	Oolung.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun Powder.	Total Green.
Total as per last Report			239707.44	40.32	8.64	133.96	168.00	240058 36	775.13	106.73	17012.24	2729.32	303.30	1772.25	5657.83	15687.86	44044.66
Coringa	Dec. 10	Liverpool	1278.81	..	...	...	...	1278.81	...	...	228.14	39.14	...	...	44.19	78.63	390.10
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Piculs	240986.25	40.32	8.64	133.96	168.00	241337.17	775.13	106.73	17240.38	2768.46	303.30	1772.25	5702.02	15766.49	444 34.7 6

HONGKONG AND COAST PORTS.

Ship	Cleared	Destination	Congou	Souchong	Oolung.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun Powder.	Total Green.
Total as per last Report			3552.79	0.90	...	119.00	2924.36	6597.05	182.74	171.52	84.51	1412.41	...	...	0.22	14.18	1865.58
Dumbarton	Dec. 2	Hongkong	2.41	...	...	...	...	2.41	...	...	...	...	...	...	...	...	...
Oriflamme	,, 9	do.	...	...	...	...	...	...	...	...	...	28.08	...	...	...	...	28.08
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Piculs	3555.20	0.90	...	119.00	2924.36	6599.46	182.74	171.52	84.51	1440.49	...	...	0.22	14.18	1893.66

UNITED STATES.

Ship.	Cleared.	Destination.	Congou.	Souchong.	Oolung.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun Powder.	Total Green.
Total as per last Report			...	...	...	...	...	...	...	...	853.01	208.47	110.60	130.53	389.15	99.94	1791.70
Clara Babuyan	Nov. 22	New York.	1.74	...	...	...	...	1.74	40.00	448.92	1630.12	59.08	...	418.92	698.70	34.50	3330.24
			1 74	...	...	...	...	1.74	40 00	448 92	2483.13	267.55	110.60	549.45	1087.85	134.44	5121.49

SILK.

GREAT BRITAIN.

Ship	Cleared	Destination	Raw		Thrown		Total.		Japan Re-exports		Japan Transhipment		Coarse.		Refuse.		Cocoons.	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls.	Pls.	Bales	Piculs	Bales	Piculs
Total as	per last	Report	7695	6130.67	10	9.92	7705	6140.59	209	154.71½	1466	1187 62	21	23.09	578	1097.27	.....	
Aden	Dec. 20	Southampton	409	335.61	.....		409	335.61	138	107.89	596	476.80	....		..	..	.....	
			..	..	.....		..	..	..	..	..	..	....		..	..	.....	
			..	..	.....		..	..	..	..	..	..	.....		..	..	.....	
			..	..	.....		..	..	..	..	..	..	....		..	..	.....	
			..	..	.....		..	..	..	..	..	..	....		..	..	.....	
			8104	6466.28	10	9 92	8114	6476.20	347	262 54½	2062	1664 42	21	23.09	578	1097.27	.....	

HONGKONG.

Ship	Cleared	Destination	Raw		Thrown		Total.		Japan. Re-exports		Transhipments		Coarse		Refuse		Cocoons	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls.	Pls.	Bales	Piculs	Bales	Piculs
Total as per	last Report		10438	8302.74	7	7.20	10445	8309.94	164	119.76½	1134		7	7.53	....		87	130.00
Oriflamme	Dec. 9	Hongkong	1	.27	....		1	27	....		....		..		....		....	
			.....		....		....		....		....		..		....		....	
			10439	8303 01	7	7.20	10446	8310.21	164	119.76½	1134		7	7.53	....		87	130.00

COAST, PORTS.

Ship.	Cleared.	Destination	Raw.		Thrown.		Total.		Japan Re-exports		Transhipments		Coarse		Refuse		Cocoons	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls.	Pls.	Bales	Piculs	Bales	Piculs
Total as	per last	Report	36	29.05	....		36	29.05	....		....		..	3.50	2	1.22	1	1.05
Chanticleer,	Nov. 29	Foochow	..	..	....		..	..	....		....		3	2 45	....		....	
			..	..	....				....				..	..	....		....	
			36	29.05	....		36	29.05	....		....		7	5.95	2	1.22	1	1.05

UNITED STATES.

Ship	Cleared	Destination	Raw.		Thrown		Total		Japan Re-exports		Transhipments		Coarse		Refuse		Cocoons	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls.	Pls.	Bales	Piculs	Bales	Piculs
Total as per	last Report		98	78 35	....		98	78.35	74	55.99	9		..					
C. Babuyan	Nov. 22	New York	..	.....	....		..	.....	....		....		..		43	32.76	....	
			98	78.35	....		98	78 35	74	55.99	9		..		43	32 76	....	

THE CONTINENT.

Ship.	Cleared	Destination	Raw		Thrown		Total		Japan. Re-exports		Transhipment		Coarse		Refuse		Cocoons.	
			Bales.	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls	Pls.	Bales	Piculs	Bls.	Pls.
Total as	per last	Report	1312	1,052 39	.....		1,312	1,052.39	73	56.68	23	16 58	....		....			8.85
Aden	Dec. 20	Marseilles	106	84.43	.....		106	84.43	....		183	146.40	....		....		....	
			...	...	.....		....		....		....		.....		....		....	
			1418	1136.82	.....		1418	1136.82	73	56 68	206	164.98	....		....		8.85	

MANILA.

Ship.	Cleared	Destination	Raw.	
Total as per	last Report		29	24.20
Denis	Dec. 2	Manila	30	24.00
			59	48.20

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COTTON.

Ship.	Cleared	Great Britain. Export	Re-export	Transhipped	Hongkong. Export	Re-export	Transhipped	Coast Ports. Export	Re-export	Transhipped	India. Export	Re-export	Transhipped	America. Export	Re-export	Transhipped	Total. Piculs.
Total as per last Report.....		97,414	40,253	84	20,835	5,866	1,369	38,003	1,985	102	..	..	..	..	..	..	205,911
Esmeralda	Dec. 17	..	..	..	..	..	..	30	..	..	..	..	..	..	..	..	30
Sir Harry Parkes.....	" 20	...	..	..	..	..	..	195	..	..	..	..	..	..	..	..	195
Niagara.....	" 20	..	..	..	..	..	..	195	..	..	..	..	..	..	..	..	195
Tamerlane	" 23	..	..	..	..	..	..	688	..	..	..	..	..	..	..	..	688
		97,414	40,253	84	20,835	5,866	1,369	39,111	1,985	102	..	..	..	..	..	..	207,019

OPIUM.

From July 1st to December 17th, 1864.

IMPORTED.

	Malwa. Chests.	Malwa. Weight.	Patna and Benares. Chests	Patna and Benares. Weight.	Persian. Chests	Persian. Weight.
Total as per last Report.	10310½	10310.50	3805	3565.00	36½	36.50
Imported and stored on board Receiving Vessels.	629½	629.50	184	220.80	13	13.00
Imported for re-exportation without being stored on board Receiving Vessels or landed ..	30	30.00	..	..	..	..
Imported direct to the shore..	149	149.00	...	...	..	..
Total..	11110	11110.00	3989	3786.30	49½	49.50

Landed from Receiving Vessels and intended chiefly for Local consumption.	Malwa. Chests.	Malwa. Weight.	Patna and Benares. Chests.	Patna and Benares. Weight.
Total as per last Report, ...	3583	3579.25	3741	4588.66
From Dec. 10th to Dec. 17th...	177½	177.50	231	277.20
Total ..	3760½	3756.75	3972	4865.86

RE-EXPORTED.

Description.	Chinkiang.		Kiukiang.		Hankow.		Chefoo.		Tientsin.		Newchwang.		Ningpo.		Foochow.		Hongkong.		Takao.		Total.	
	Chests.	Weight.	Chests.	Weight	Chests.	Weight.	Chests.	Weight	Chests.	Weight	Chests.	Weight	Chests	Weight.	Chests.	Weight.	Chests.	Weight	Chests.	Weight	Chests.	Weight.
Total as per last Report	1013½	1013 70	1229½	1229.00	979½	979 70	424	425.60	1798½	1809.70	292	292.20	1213	1231.15	5	5.00	2	1.60	11	13 20	6959	7001.75
Malwa.....	143	143 00	95	95.00	142	142 00	70	70.00	..	..	..	..	158	158 00	..	..	..	..	..	..	608	608.00
Patna & Benares.....	2	2 40	..	..	5	6.00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	8.40
.. ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total....	1158½	1159.10	1324½	1324 90	1117½	1127.70	494	495.60	1798½	1809.70	292	292 20	1371	1389.15	5	5.00	2	1 60	11	13.20	7574	7618.15

The tiller was forward of the rudder and on the starboard side of the ship. I went off in a European boat. It was sculled. *I don't know how long it took to get to the ship.* I pulled myself until about half way, when getting tired on account of being unwell, I made first to a cargo-boat also going to the *General Meslin*, and got on board the cargo-boat. I think there were about six or seven men on board her. The weather was fine with a slight breeze from the N.N.W. This was at the time I was going off to the barque. The w ather had been the same all *day. I loaded the General Meslin with rock last* year. I don't know exactly how far from the shore she was anchored. She was very close in. I did not see the collision take place myself. The tide had been flood for about three and a half or four hours. I did not speak to the first officer when I got on board. He was too busy. When I went I did not know the cargo-boat was going. I went to save the men on board. When I got on board I went on the poop. The first officer was giving orders; the first order I heard was for some of the men to leave the chains and loose the jibs and haul in the sheets. I was on one side of the poop and the chief officer was on the other. One man from the steamer helped to hoist the jib.

CHARLES LEBON, being recalled by the Court, said:—The *General Meslin* is steered with a wheel. There is no tiller on the rudder. Yokes are fixed on the rudder head, and chains fastened to them. There is a hole to use a tiller in case of accident. The tiller had not been shipped that morning.

S. A. VIGUIER said:—I belong to the Harbor Master's department, and my present work is surveying the Wongpoo. I was on board the *General Meslin* at about 10½ o'clock on the morning after the collision. It was then low water. She was lying over on the port side and the water was coming on deck only on that side. One anchor was out, I am not sure which. The jib was hoisted. I was not sent there, I went of my own accord. I examined the place. It was on the starboard side. I sounded with a boat hook. The cut went right through the side as far as I could see. I saw no other damage at the time. I visited the vessel some days after (Nov. 9th) with Mr. Muirhead. I made a report to the Consul after having visited her. I visited her with Mr. Muirhead and a Lieutenant of H.I.M.S. *Tisiphone*, by order of the French Consul. The report handed in is a true copy of what I sent to the French Consul. The report with the certificate attached was sealed at the French Consulate. The result of our examination was embodied in the report. The damage was as follows: the vessel was cut under the covering boards, about the fore chains, on the starboard side. The cut was about 2 metres 40 centimetres in length. We measured it with a boat-hook, and we examined the bows of the *Promise*. The cut was under water, but the above was its length as calculated by us. The outside planking was cut through. One of the timbers was stove in. The timbers on either side of this were injured, but not so seriously as was this. From what we saw on deck it seemed the cross-beam of the deck was broken. We did not then notice any other damage. I did think that the vessel could be raised by taking some of the cargo out and pumping. The vessel might thus have been put high and dry at low water, spring tides, and the holds might have been cleared. We had been told to estimate the expense of repairing her. We thought that, exclusive of raising her, bringing her to Shanghai to be docked, &c., it would have been necessary to expend about Tls. 8,000 on her in order to fit her for sea. I have been about once a month at Woosung since I came to Shanghai. When vessels are loading or unloading for the French godowns, I think they lie in the berth occupied by the *General Meslin*. But the Harbor master's agent at Woosung complained about the *General Meslin* or any other vessel anchored in that place, I should probably have heard of it. I was on board a few days before the accident. She was then very close to the shore. The French godowns have a small jetty outside. The *General Meslin* was within half of this jetty.

TO THE COURT.—She was within hail when I went on board on the 4th Nov. She was about two ships lengths off.

TO MR. RUTHERFORD.—I think the draught of the *General Meslin* when laden was about 14 or 15 feet. The cut was about eight or ten inches wide—not quite a foot. I judge by what I saw above water. When she was struck, there must have been about 3 or 4 feet of the cut under water. I have been at sea. I imagine that if sails had been ready and everything ready to fit them to the hole, it would have taken about two hours with a full ship's crew to have stopped the hole. The tide was running full flood at the time, and it would have been impossible to have stopped the hole. I have never heard of anything of the kind having been done on board either French, English or American ships. If a diver had offered to raise the ship within 24 hours after the collision I should not have believed him able to do it. The repairs necessary would have been to take out all the timbers on the starboard side, and examine carefully the whole ship, caulking, &c., &c., which would have made up Tls. 6,000. I had to decide whether the ship was to be abandoned. I don't know of any tenders having been advertised for to raise or repair her. Outside the French godowns, where the *General Meslin* was lying, there are about 11 feet of water. The steamer *Fokien* is about three quarters of a mile from the *General Meslin*. I dont know of my own knowledge that there is a steam pump capable of pumping six tons of water per minute in Shanghai. I heard of it ten or fifteen days after the collision.

THOMAS J. FALLS said:—I am a steam engineer in the employ of Thos Hunt & Co. I have been employed to repair the steamer *Promise*. I put additional plates on her rudder about five weeks ago. She was then in dock. The enlargement was about one-third of the original size. I did it by the Captain's orders. I am not certain whether he gave me any reasons. I think he said he could not manage her easily in the Peiho. He drew a diagram of the river, and said that sometimes in escaping one bank he ran on the other. He therefore thought it necessary to have it enlarged. There were some repairs to the tiller also. Its position was altered in some small way. The workmen took their orders from the Captain. I saw them altering the rudder-head. I don't know for what purpose the change was made. It was at the last moment before the vessel left the dock that orders came to alter the tiller. I saw the men working at it.

TO MR. MUIRHEAD:—I don't recollect Captain Bain telling me that the rivets and plates of the *Pluto* and *Vulcan* had got bent, and that as he wanted new rivets put in, he might as well have new plates put on at the same time. I should have remembered it had he told me. The rudder was quite sound and was in very fair order, as far as the workmanship went.

TO THE COURT:—Captain Bain told me to enlarge the rudder. I think I added about seven or eight inches to it.

JOHN P. ROBERTS said:—I am Superintendent of the Shanghai Dock. The *Promise* was in dock about a month ago. She came in on November 7th. Her stern was repaired, and the rudder enlarged. The stern was not much broken, the damage was mostly above the water line. The rudder was made about one third larger, was built up higher and widened. I have been master of a steamer for about three years. I am in the habit of looking at vessels carefully. The *Promise*'s rudder seemed very small. The tiller was also altered. It was unshipped, and another slot cut in it to be fitted to the rudder head. The latter was twisted. The tiller was about 35' out of line to the port side. My instructions were to repair the stem, and increase the size of the rudder. The injury to the tiller was not discovered until just before leaving the dock. The length of the tiller was 28 in. from the centre of the rudder post. It was out of line 17 in. when the rudder was amidships. The end of the tiller was 17 in. from a line amidships. The dock foreman drew my attention to this deviation on the day before the steamer left the dock. She is coppered to ten and a half feet. She is not marked to above fifteen feet.

TO THE COURT:—She has a perpendicular stern slightly projecting at the water line; no bowsprit. She is a wooden vessel.

TO MR. MAYBURGH:—The *Promise* would not turn right round with the helm hard over, before she had gone her own length. It is seldom necessary to put the helm of a vessel hard over in navigating difficult rivers. It is generally necessary to put the helm hard a-port at the part of the river where the *General Meslin* lay. The tiller was in a sort of cuddy place abaft the cabin. I have heard that the *Promise* is in the habit of going to Tientsin.

TO THE COURT:—The tiller could have been put hard over, but the rudder could not. I measured the deviation with a rule while the vessel was in dock.

This closed the case for the plaintiffs; judgment was deferred till the 23th. Its purport, together with the remaining evidence in the case, will be published in our next issue.

MISCELLANEOUS.

CURES OF CONSUMPTION BY DR. LOCOCK'S PULMONIC WAFERS.

I can myself speak of your Wafers with the greatest confidence, having recommended them in many cases of pulmonary consumption, and they have always afforded relief when everything else has failed; and the patients, having been surfeited with medicine, are delighted with so efficient a remedy, having such an agreeable taste.—J. Mowson, 13, Moseley-street, Newcastle-on-Tyne. Dr. Locock's Wafers give instant relief to asthma, consumption, coughs, and all disorders of the breath and lungs. To singers and public speakers they are invaluable, for clearing and strengthening the voice. They have a pleasant taste. Price 1s. 1½d. and 2s. 9d. per box. Sold by all Chemists.

o (2) 522 October 22d, 1864.

OSTEOEIDON.

PATENT, MARCH 1st, 1862.

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34, LUDGATE HILL (over BENSON'S) LONDON: LIVERPOOL: 134, DUKE STREET.

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Parties at the extremity of the globe, by forwarding particulars as to the condition of their mouths, with an enclosure of One *Guinea*, will receive by return that which will enable them to take an impression of the mouth, so as to enable Messrs. G. to forward either a partial or complete set of Teeth.

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GABRIEL'S Practical Treatise on the Teeth, which explains the numerous advantages obtainable by their patented method, may be had of their Agents, or will be furnished direct on receipt of Twelve Stamps.

26mm-65 389 March 26th, 1864

COPPER-PLATE PRINTING.

CARDS Printed from ENGRAVED COPPER-PLATES at the *North-China Herald* Office.

Shanghai, May, 1863.

CAUTION.

ELLWOOD'S PATENT AIR-CHAMBER HATS. The Patentees having established the validity of their Patent, in an action tried on the 20th and 21st days of June instant, in the Court of Common Pleas at Westminster, before Lord Chief Justice Erle and a Special Jury, in which Ellwood and another v. No 24, Great Charlotte Street, Blackfriars Road, in the Borough of Southwark, Wholesale Hat Manufacturers, were Plaintiffs; and Christy and others of No. 25, Gracechurch Street, in the City of London, also Wholesale Hat Manufacturers, were Defendants; and the Jury having by their Verdict found, that the above named Defendants had infringed the Plaintiffs' Patent, and that the Invention was new in England and in India, at the date of the Letters Patent. We, the above named Plaintiffs, do hereby give notice to all Manufacturers, Dealers in, and Sellers of Hats, Caps, or Helmets, that we shall proceed by Suit in Chancery, against all persons so manufacturing, dealing in, or selling Hats, Caps, or Helmets, constructed on the principle of "ELLWOOD'S PATENT AIR-CHAMBER HAT;" unless the previous consent of the Patentees be obtained, at the same time reserving to ourselves the right of taking proceedings against prior Infringers.

Dated this 24th day of June, 1864.

JOHN ELLWOOD & SONS,

24, GREAT CHARLOTTE STREET, BLACKFRIARS ROAD SOUTHWARK.

Patentees for Air-Chamber Hats.

CAUTION.—No Air-Chamber Hats or Helmets are genuine unless they bear the above stamp, with either Ellwood and Son's, or the seller's name in the shield.

10sep-65 502

From "The Times and Daily Papers," June 21st and 22nd, 1864.

INFRINGEMENT OF PATENTS.

COURT OF COMMON PLEAS,

WESTMINSTER, JUNE 20TH AND 21ST.

(Sittings at Nisi Prius, at Westminster, before the Lord Chief Justice ERLE *and a Special Jury.)*

ELLWOOD AND ANOTHER v. CHRISTY AND OTHERS.

Mr. Hindmarsh, Mr. Webster, and Mr. T. Ashton were counsel for the plaintiffs; and Mr. Bovill, Sir G. Honyman, and Mr. Murray for the defendants.

This was an action for the infringement of a patent for a double ventilating solar hat made for India, of which the plaintiff was the assignee.

The plaintiffs are hat manufacturers in Great Charlotte-street, Blackfriars-road, and the defendants are in the same way of business in Gracechurch-street. The invention was thus described in the specification of the patent:—"Each hat is composed of two parts, leaving a space or chamber between them, so that in hot climates the heat of the sun acting on the exterior of a hat shall not pass to the head of the wearer, but be greatly modified by the non-conducting properties of the air in the space or chamber. This space may be either closed, or it may have passages for air to enter and also to pass away."

The defendants pleaded "Not guilty," traversed that the plaintiff was assignee, and alleged that the invention was not new.

The jury, after considering the matter for an hour and a half, found that the defendants had infringed the plaintiffs' patent, and that the principle of the patent was new in 1851, both in England and in India.

Verdict for the plaintiffs.

tf 503

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NOTICE.

ADVERTISERS are particularly requested to send in Circulars Notices, Advertisements, &c., intended for the morning issue, as early on the Afternoon or Evening of the preceding day, as is possible.

Much delay and inconvenience would be avoided if all communications on business were addressed to *The North-China Herald Office*, and not to individuals by name.

As the Settlement has become so extensive, those of our subscribers who desire to get their papers early, would do well to send their own coolies to this Office at 8 o'clock A.M.

tf Shanghai, 1st Oct., 1863.

At the North-China Herald Office.

Bills of Lading per ship.
Charter Parties.
Powers of Attorney, and Wills.
Protests, English and American.
Compradór Check Books.
Shipping Orders, in Book.
Bills of Exchange, in Book.
Blank Forms of Custom-house Permits for Shipping and Lading Goods.
Shipping Article.
Bill of Sale.
Declaranting of Ownership.
Ship's Wages List.

NOTICE.

THE CHINESE SHIPPING LIST AND ADVERTISER is now issued regularly on *Tuesdays, Thursdays* and *Saturdays* and offers a sure means of communication with the Chinese Merchants, who have become so largely interested in the Shipping interest here.

PRICE OF CHINESE NEWSPAPER.—$4 per annum or half a dollar per month.

TERMS OF ADVERTISEMENTS.—2 Tls. Cents per character.

Contracts will be made at low rates for three months and upwards with the Owners of Steamers and others trading to and in

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SHIPPING INTELLIGENCE.

ARRIVALS.

Date	Vessels.	Flag & Rig.	Tons	Captain.	From	Sailed	Cargo.	Consignees.
Dec. 15	Fenella	B. str.	179	Randal	Fuchau		General	Nichol Latimer and Co
.. 16	Klangse	A. str.	574	Simmons	Ningpo	Dec 15		Russell and Co
.. 16	Ann	B. brig	283	Stephen	Puget Sound			Augustine Heard and Co
.. 17	Labourdonnais	Fr str		Pélissot	Hongkong *		Malls, &c	Messageries Imperiales
.. 17	Nepaul	B. str.	541	Wilkinson	do		do	E. Warden, Agt. P & O Co
.. 18	Rona	B. str.	784	Hutchinson	Yokohama			Jardine, Matheson & Co
.. 18	Dumbarton	B. str.	954	Vincent	Hongkong			Gibb, Livingston and Co
.. 18	Oriflamme	A. str.	1204	Lane	do	.. 12		Russell and Co
.. —	Emperor	B. str.	106	Mooney	Ningpo			Jardine, Matheson & Co
.. 19	Thos. Dryden	B. bark	456	Brown	Shields	June 23	Coals	Order
.. 19	Pei-ma	B. str.	121	Buckland	Ningpo	Dec 18	General	Moses and Co
.. 19	Tun-sin	B. str.	610	Hound	Hankow	.. 14	do	Geo. Harnet and Co
.. 19	Pembroke	B. str.	243	Johnson	Nagasaki		do	Russell and Co
.. 19	Klangse	A. str	574	Simmons	Ningpo	.. 18	do	Russell and Co
.. 19	Yeddo	B. str.	294	Laity	T'ain & Chefoo			W. R. Adamson and Co
.. 20	Chanticleer	B. str.	380	Wood	Fuchau	.. 15	do	Turner and Co
.. 20	Shanse	A. str.	1006	Perkins	Hankow			Russell and Co
.. 21	Klangse	A. str.	574	Simmons	Ningpo	.. 20		Russell and Co
.. 21	Moyune	A. str.	1200	Barton	Hankow			Fletcher and Co
.. 21	Slengyle	B. str.		O'Sullevan	Hongkong			Jardine, Matheson & Co
.. 22	Emperor	B. str.	106	Mooney	Ningpo	.. 21	do	Jardine, Matheson & Co
.. 22	Whampoa	B. str.	113	Batten	Co	.. 21	do	David Sassoon Sons & Co

* With Mails.

DEPARTURES.

From the anchorage.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Despatched by
Dec. 16	La Serena	B. bark	330	Benz	Singapore	Ballast	Johnson and Co
.. 16	Klangse	A. str.	574	Simmons	Ningpo	Opl., &c	Russell and Co
.. 17	Sze-chuen	A. str	1006	Spencer	H'kow & Ports		Russell and Co
.. 17	Shaoey-leen	B. str.	402	Manu	Fuchau		Dow and Co
.. 17	Ki-ngan	A. ship	430	Wills	Amoy	Ballast	B. de Souza
.. —	Orion	A. ship	1297	Whiting	Hongkong	do	Russell and Co
.. 17	Rattler	H.M.S.			Fuchau		
.. 17	Emperor	B. str.	106	Mooney	Ningpo	Opium	Jardine, Matheson and Co
.. 18	Ying-tsze-fel	B. str	315	Stocks	F'chau v. N'po	Sun., &c	Trautmann and Co
.. 19	De Hoop	Du. sch	144	Vandurpn	Nagasaki	do	Bourjau, Hübener and Co
.. 19	Klangse	A. str.	574	Simmons	Ningpo	do	Russell and Co
.. 19	Confucius	Chi. str		McCaslin			
.. 19	Esmeralda	nor.sch	213	Beck	Fuchau	C'ton, &c	Wheelock and Co
.. 19	Formosa	B. str	600	Cates	Yokohama	Sun., &c	E. Warden, Agent P. and O. Co
.. 20	Fei-ma	B. str.	121	Buckland	Ningpo	Opl., &c	Moses and Co
.. 20	Valetta	B. bark	386	Dawes	Chefoo	do	Frazar and Co
.. 20	Diana	B. bark	375	Goch	Nagasaki	Ballast	Frazar and Co
.. 21	Niagara	Nor. bk	294	Krefting	Honekong	C'ton, &c	Boujau, Hubener and Co
.. 21	Glendoveer	B. bark	480	Knowles	Swatow	do	Henry Drucker
.. 21	Lieut. Bellot	Fr bk	239	Gourdet	Hongkong	Ballast	Smith, Kennedy and Co
.. 21	Palmerston	B. bark	394	Millard	do	do	Reid and Co
.. 21	Labourdonnais	Fr str		Pélissot	Hongkong *		Messageries Imperiales
.. 21	Satsuma	B. bark	218	Glover	Nagasaki	Tea, &c	Glover and Co
.. 21	Sir Harry Parkes	B. str.	541	Cull	Hongkong	do	Shaw, Brothers and Co
.. 21	Klangse	A. str	574	Simmons	Ningpo	General	Russell and Co
.. 21	Oriflamme	A. str.	1204	Lane	Hongkong	Sun., &c	Russell and Co
.. 21	Pembroke	B. str.	243	Johnson	Nagasaki	do	Russell and Co
.. 21	Shanse	A. str	1006	Perkins	H'kow & Ports		Russell and Co
.. 22	Berlin	Pru.sch	210	Anderson	Nagasaki	do	Russell and Co
.. 22	Dumbarton	B. str	954	Vincent	Hongkong	do	Gibb, Livingston and Co
.. 22	Lord Macauley	B. ship	345	Care	Calcutta	Ballast	Jardine, Matheson and Co

* With Mails.

HULKS.

Name	Commander	Flag	Tons	Agents
Berwick Walls		(Floating Hospital)		
Bethel				
Louisa		British ship	90	Dent and Co
Melbburne		British barque	394	Shaw, Brothers and Co
Ngapuhi		British ship	345	Harbor Master
Nimrod		British barque	262	H. I. M.'s Customs
Phillip I	Oakman	American barque	293	A. L. Freeman
Pons Ælle	Beaglehole	British barque	400	A. R. Tilby and Co
Rosa				F. R. Gamwell
Samuel Stoddart				

TUG BOATS PLYING FOR HIRE.

Name	Commander	Flag	Tons	Agents
Bunker Hill	Dobbyn	American steamer	63	Augustine Heard and Co
Defiance	Maddison	British steamer	114	A. R. Tilby and Co
Fei Yuen	Erickson	British steamer		Shanghai Tug and Lighter Co
Fokelin	Skene	British steamer	70	Captain Patridge
Hercules	Parke	British steamer		Wheelock and Co
Little Orphan	Benning	American steamer	160	Augustine Heard and Co
Martin White	Parkes	American steamer	100	Frazar and Co
Powerful	Ryder	Ham. steamer	50	Wm. Pustau and Co
Titan	Cooley	British steamer		Smith, Kennedy and Co

SHIPPING IN HARBOUR AND AT WOOSUNG, DECEMBER 24, 1864.

MERCHANT STEAMERS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captains.	Consignees.	Destination.	Intended despatch
Anna	Aug 26	A. str.	63	Blanchard	H. Forg and Co		
Annette	Nov 17	B. str.	539	Jones	Gibb, Livingston and Co	Hongkong	Early
Bo-Peep	June 14	Chi. str	73	Cochran		*Laid up*	
Chanticleer	Dec 20	B. str.	380	Wood	Turner and Co	H'kg v. F'chau	27th inst
City of Nantes	Oct 30	B. str.	294	Gibson	Dow and Co		
Cricket	June 1	A. str.	81			*Laid up*	
Emperor	Dec 22	B. str.	106	Mooney	Jardine, Matheson and Co		
Enterprise		A. str.	107	Draper	H. Forg and Co		
Faust		B. str.	30		Jardine, Matheson and Co		
Fenella	Dec 15	B. str	179	Randal	Nichol Latimer and Co		
Fire Dart	Dec 1	A. str.	420	West	Augustine Heard and Co		
Firefly					Chinese Government		
Foh-kien	May 30	B. str.	923	Johnson	Russell and Co	Repairs	
Gerard	Dec 20	B. str.	401	Quirk	Smith, Kennedy and Co		
Glenyle	Dec 21	B. str		O'Sullevan	Jardine, Matheson and Co	Hongkong	Early
Grete		Pru. str	30	Hoffmann	Wm. Pustau and Co		
Island Queen	Nov 18	B. str	129	Sutherland	F. R. Gamwell		
Kiang-loong	Aug 15	A. str.	945	West	Augustine Heard and Co	*Laid up*	
Little Mary	May 21	B. str.			Lamond		
Mandarin	June 27	B. str.	93		J. H. Wignall and Co		
Mercury	June 28	B. str.		Baynton	Reid and Co	Fuchau	Early
Monitor	Dec 2	A. str.	163	McCaslin			
Moyune	Dec 21	A. str.	1200	Barton	Fletcher and Co		
Nanzing	Dec 14	B. str.	459	Morrison	Trautmann and Co		

MERCHANT STEAMERS.—*Continued.*

Vessels.	Date of Arrival	Flag & Rig	Tons	Captain.	Consignees.	Destination.	Intended despatch
Nepaul	Dec 17	B. str	541	Wilkinson	E. Warden, Agent P. and O. Co	Hongkong *	26th inst
Nora Creina		B. str.	93				
Pousilan	July 23	Chi. str		Hoare	Chinese		
Promise	Dec 11	B. str.	598	Bain	Smith, Kennedy and Co		
Rona	Dec 18	B. str.	784	Hutchinson	Jardine, Matheson and Co		
Rose	June 20	A. str.					
Shandon	May 9	B. str.	114		Moses and Co	*Laid up*	
Tah-wah	Feb 19	A. str.	149				
Teenehang	Nov 27	B. str.	120	Gulliet	Smith, Kennedy and Co		
Tasiloe	Feb 19	A. str.	60	Lowell	Russell and Co		
Tun-sin	Dec 19	B. str.	610	Hound	Geo. Barnet and Co	Ningpo	old 22 inst
Vulcan	Dec 2	B. str		Walker	Smith, Kennedy and Co		
Vulcan	Dec 15	Br str		Pendleton	Lindsay and Co		
Wan-Loong-Fei		B. str.	600	Robb	Geo. Barnet and Co		
Whampoa	Dec 22	B. str.	113	Batten	David Sassoon, Sons and Co		
Yeddo	Dec 19	B. str.	294	Laity	W. R. Adamson and Co	Hongkong	To-day

40 *Steamers.*] * With the Mail for Europe.

MERCHANT VESSELS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captain.	Consignees.	Destination.	Intended despatch
A. Kasakewitsch	Oct 31	Rus. bk	238	Coreen	Bourjau, Hubener and Co		
Agamemnon	Oct 14	B. ship	888	Gorge	Russell and Co		
Agnes Holt	Nov 12	B. bark	285	Taylor	Jarvis, Thorburn and Co		
Akindo	Dec 3	B. bark	370	Scott	John Thorne	H'dadi, K'gawa	To-day
Alice	Aug 17	B. bark		Rowe	H. B. Cama and Co		
Allandale	Oct 19	B. ship	450	Gray	Lindsay and Co		
Amaranth	Nov 18	Hs. bk	316	Wuhrmann	Siemssen and Co	Hongkong	old 22 inst
Amoy Trader	Sept 3	B. schr	109	Wulbrand	Wm. Pustau and Co		
Andes	Sept 19	B. ship	401				
Anglo Saxon	Sept 30	B. ship	693	Plummer	Smith, Kennedy and Co	London	Early
Ann	Dec 16	B. brig	283	Stephen	Augustine Heard and Co		
Anna Helen	Sept 1	B. ship	958	Morris	Bourjau, Hubener and Co	Liverpool	1 st inst
Ark	May 21	A. bark	266	Luce	Augustine Heard and Co		
Aurora Australis	Nov 23	B. ship	508	Hays	Shaw, Brothers and Co		
August	Dec 10	Hs. bk	200	Rolfs	Wm. Pustau and Co		
Baltimore	Nov 18	Pru.bk	700	Meyer	Wm. Pustau and Co	Hongkong	old 22 inst
Baron Kellner	Nov 15	Aus.bk	381	Corich	Siemssen and Co	Hongkong	old 22 inst
Beatrice	Sept 21	B. bark	373	Marten	Lindsay and Co		
Bedfordshire	Oct 18	B. bark	298	Pierce	Chapman, King and Co	London	Early
Belle		B. schr	115				
Benvenue	Nov 6	B. bark	414	Keay	Nichol Latimer and Co		
Bequeyran	Dec 4	Fr bk	249	Prager	Wm. Pustau and Co		
Bosworth	Oct 15	B. ship	617	Nicholls	Dow and Co	London	Early
Canadian	Aug 20	B. ship	716	Russell	Turner and Co	London	1mdt
Canvas Back	Sept 5	B. ship	741	Gunderson	Russell and Co		
Castle	Nov 6	Sla. bk		Outleidt	A. R. Tilby and Co		
Catalpa	Aug 15	A. bark	240	Stevens	Allen and Co		
Cathrina	Nov 28	Hs. bk	238	Gram	Clausen Droege and Co		
Celestial	Oct 8	B. ship	601	Robinson	Gibb, Livingston and Co		
Chetap	Nov 26	B. bark	748	Reid	Fletcher and Co		
Chrysolite	Nov 5	B. ship	471	Varian	Johnson and Co		
Clarendon	Dec 14	B. ship	636	King	Smith, Kennedy and Co		
Cleopatra	Dec 12	B. schr	199	Young	Dow and Co		
Clio	Dec 14	B. schr	199	Cargill	Bourjau, Hübener and Co	Hongkong	Early
Concurrent	July 16	Da. bk	239	Iwersen	Wm. Pustau and Co	Repairs	
Congress	Dec 2	A. ship	821	Drinkwater	E. Warden, Agent P. and O. Co		
Constance	Aug 4	B. bark	534	Smisin	Dadabhoy and Co	Liverpool	Early
Corine	Nov 14	B. bark	393	Ochittree	Johnson and Co		
Countess Russell	Aug 19	B. ship	965	Thompson	Oppert and Co	London	1mdt
Courier	Nov 1	Da. bark		Le Gros	Geo. Barnet and Co	London	Early
Daisy	Nov 2	B. bark		McCulloch	Rebhoff, Vale and Co		
Dolphin	Dec 13	B. bark	396	Withers	Dent and Co		
Eastern Chief	Oct 11	B. bark	401	Fraser	Dow and Co		
Edith	Oct 13	B. bark	386	Ogilvie			
Eliza Mary	Dec 6				Byrne and Co		
Ensign	Nov 10	B. bark	486	Black	Dow and Co		
Fairlight	Dec 8	B. ship	585	Bush	Olyphant and Co		
Finella	Oct 20	B. ship	448	Murray	Fletcher and Co	New York	Early
Fortunata	Dec 13	Hs. bk	250	Mattieson	Gilman and Co		
Gitana	Oct 17	B. ship	1237	Nicholson	D. Khakoo and Co	Liverpool	Early
Halnen	Nov 21	Hs. sch	299	Burmeister	Siemssen and Co		
Halcyon		Re.cut.		Kundtsen			
Helena	Dec 3	Da. bk	272	Knoodten	Wm. Pustau and Co	Hongkong	1mdt
Her Majesty	Aug 17	B. ship	1112	Seymour	Dadabhoy and Co	Liverpool	Early
Hildesheim	Dec 13	Hs. bk	344	Wilder	Bourjau, Hubener and Co		
Isabella	Sept 14	B. ship	1090	Keller	Allen and Co	Singapore	old 22 inst
J. C. Munro	Oct 19	B. ship	612	Wood	Lindsay and Co		
J. W. Seaver	Dec 2	B. bark	260	Snow	Order		
James Miller	Nov 30	A. schr	471	Carbonell	Angel and Co		
James Russell	Aug 24	B. ship	678	Griffith	Hogg Brothers	London	Early
Jane Leech	Nov 15	B. ship	903	Bingham	Smith, Kennedy and Co		
Java	Dec 14	Da. bk	344	Holtman	Captain		
Jeanne & Joseph	Dec 14	Fr bg	149	Fribaren	Bulssonnet and Co	Nagasaki	1mdt
John Cobbold	Nov 30	B. bark	220	Worm	Rebhoff, Vale and Co		
John Nicholson	Nov 2	B. ship	685	Heffernan	Jardine, Matheson and Co		
Jubilee	Oct 20	B. ship	764	Grant	Fletcher and Co	London	Early
Julia	Sept 19	Fr bk			Vancher, Frères		
Kaffir Chief	Sept 12	B. schr	186	James	Order		
Kate Cleather	Nov 9	B. bark	372	Johnson	Order		
L'Anversois	Aug 19	Fr bk	320	Sainbulick	Nichol Latimer and Co	Swatow	old 16 inst
Lady McNaght'n	July 6	B. ship	370		Geo. Barnet and Co		
Lizzie Allen	Nov 19	B. bark	325	Staples	Lindsay and Co	Fuchau	old 15 inst
Lizzie Boggs	Dec 7	A. bark	429	Dozier	Augustine Heard and Co		
Locket	Nov 4		615	Topham	Smith, Kennedy and Co	Hongkong	old 21 inst
Looling	Oct 16	Pru. bk	240	Dunn	Oxford and Co		
Lord Palmerston	Nov 30	B. bark	543	McCready	Angel and Co		
L'Oriental	Nov 3	Fr bk	274	Du Bois	Vancher, Frères	Amoy	old 20 inst
Lucy E. Ashby	Nov 19	A. bark	346	Ashby	Dent and Co	S.Pto v. K'wa	Early
Maggie McLean	Dec 13	B. bark	272	Stewart	Dow and Co		
Mathilde	Nov 28	Hs. bk					
Meta	Nov 22	Da. sch	120	Michelsen	Clausen Droege and Co	Chefoo	old 21 inst
Minerva	Dec 14	Bre. bk	300	Stilliges	Russell and Co		
Morning Star	Dec 12	B. ship	567	Johnston	Frazar and Co		
Naiob	July 6	A. bark	333		Olyphant and Co	Hongkong	1mdt
Naomi	Nov 2	B. ship	709	Sayers	Lindsay and Co	London	Early
Nightingale	Dec 7	B. bark	240	Brown	Augustine Heard and Co		
Ocean Jem	Dec 14	B. bark	362	Selley	Russell and Co		
Orixa	Dec 14	Fr sh	937	Bounfay	Theric and Co	Singapore	1mdt
Princes of Wales	Oct 16	B. bark	353	Barron	Fletcher and Co	Montreal	1mdt
Queensbury	Nov 11	B. ship	535	Hinnie	A. Ellisen and Co		
Quick	Dec 1	B. brig	220	Vébert	Bourjau, Hubener and Co		
Quivive		B. schr	107	Brown	David Sassoon, Sons and Co		
Resolute	Dec 13	B. ship	634	McGilvery	Gilman and Co		
Rolla	July 3	B. brig	144	Roberts			
Rosella	Dec 2	B. bark	283	Emery	Johnson and Co		
Sailor Home	Aug 31	B. ship	1240	Bryant	D. Khakoo and Co	Liverpool	Early
Sebastopol	Mar 16	B. ship	934	Lowther		*Laid up*	
Shelbourne	Nov 23	B. bark	372	Lowe	Jardine, Matheson and Co		
Silvia	Oct 17	B. ship	1400	Cato	Jairau Manjee and Co	Liverpool	Early
Sir H. Parkes	Nov 17	B. ship	806	Chapman	Shaw, Brothers and Co		
Sopia	Nov 23	B. bark	486	Whitehill	Bourjau, Hubener and Co		
Spes	Oct 14	B. ship	369	Howieson	Gibb, Livingston and Co	Liverpool	Early
Spirit of Trade	Nov 12	B. bark	523	Simpson	Smith, Kennedy and Co	London	Early
Spirit of the Deep	Aug 21	B. ship	627	Hewitt	Jardine, Matheson and Co	London	Early
Spray of the Ocean	Nov 2	B. ship	805	Slaughter	W. R. Adamson and Co	London	Early
Springwood	Nov 30	B. ship	989	Smith	Order		
Star Queen	Nov 17	B. ship	759	Shergold	Smith, Kennedy and Co		
Stewart Wortly	Nov 18	B. ship	791	Nicholson	Jardine, Matheson and Co		
Tamerlane	Oct 19	B. ship	761	Hughes	Smith, Kennedy and Co	Hongkong	old 22 inst
Thos. Dryden	Dec 19	B. bark	456	Brown	Order		
Trieste	Nov 21	Aus.bk	333	Protte	Petrocochino and Co		
Tumavo	Nov 30	Aus. bg	250	Sandrielli	Order		
Twilight	Nov 18	B. ship	620	McAlley	Frazar and Co	Chefoo	Early
Woodville	Dec 13	B. bark	261	Lawrence			
Yorick	Oct 8	B. ship	1402	More	Fletcher and Co	Liverpool	Early

114 *Vessels.*]

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